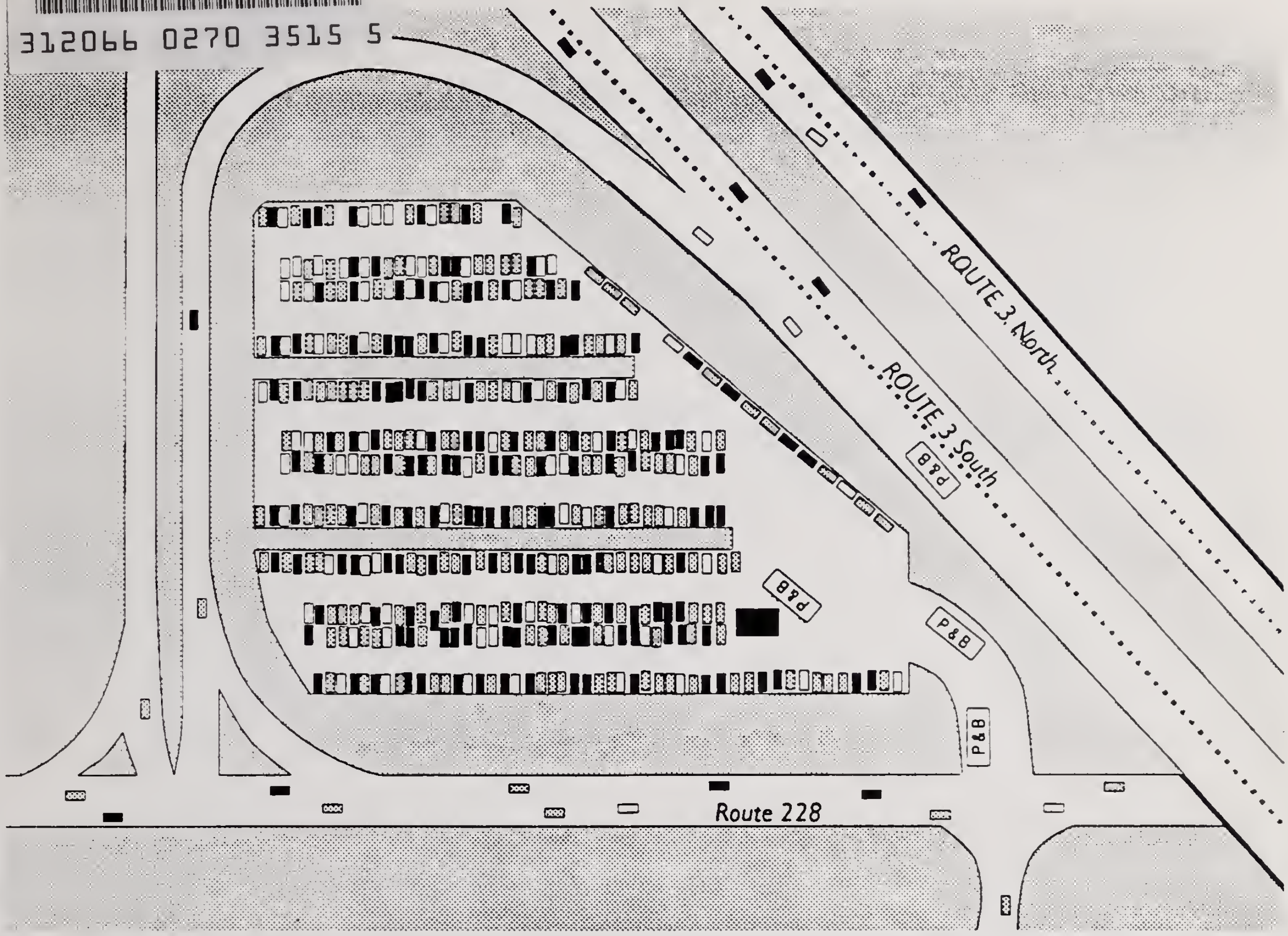
MASS. Y3.MP1:C73/4

September 1991

TS/91-12

UMASS/AMHERST
312066 0270 3515 5



MDPW Lot at Routes 3 and 228 in Rockland

Commuter Parking in Metropolitan Boston:

A Siting Study

MAPC
Metropolitan Area
Planning Council
60 Temple Place
Boston, MA 02111

Digitized by the Internet Archive
in 2015

https://archive.org/details/commuterparkingi00mass

CREDITS

Project Team:

Carol Blair, Transportation Program Manager
John Noorjanian, Transportation Planner

Staff Consultation and Review:

Daniel Fortier, North Shore Task Force
Mary Ellen Schloss, North Suburban Planning Council
Patrick Sampson, Minuteman Area Group on Interlocal Cooperation
Rosamond Delori, MetroWest Growth Management Committee
John Noorjanian, SouthWest Advisory Planning Committee
Paul DeCoste, Three Rivers Interlocal Council
Jean Christensen, South Shore Coalition
Carol Baldassari, Inner Core

MAPC Officers:

Franklin G. Ching, President
Marjorie A. Davis, Vice-President
Martha K. Gjesteby, Secretary
Jay J. Donovan, Treasurer

Executive Director:

David C. Soule

This report was funded by the Urban Mass Transportation Administration under contract number UMTA MA-08-0172.

TABLE OF CONTENTS

Credits Page

Executive Summary 1

1. Introduction 6

   A. Urban Traffic Congestion 6
   B. Suburban Traffic Congestion 6
   C. Commuter Parking Supply 9

2. Existing Transit Services 10

   A. Private Carrier Service 10
   B. Inter-suburban Trip Making 10
   C. Feeder Bus Service 11

3. Commuter Parking Supply 14

   A. Existing Supply 14
   B. MBTA Plans 14
   C. MDPW Plans 14
   D. MAPC Role 15

4. Study Methodology 17

   A. CTPS Analysis 17
   B. City of Boston 18
   C. MAPC Models 18
   D. Setting Commuter Parking Goals 18

5. Locating Potential Lots 20

   A. Reconnaissance 20
   B. Subregional Discussions 20
   C. Subregional Presentations 22

6. Subregional Recommendations: Tables and Maps 23

   North Shore 26
   North Suburban 28
   MAGIC 30
   MetroWest 32
   SWAP 34
   Three Rivers 36
   South Shore 38
   Inner Core 40

7. Conclusions and Recommendations 42

A. Results 42

B. Findings 42
1. NIMBY Sentiments 42
2. Environmental Feasibility 42
3. Impacts on Local Traffic 42

C. Conclusions 43
1. Regional Benefits 43
2. State Commitments 43
   a. MBTA 43
   b. MDPW 43
   c. MAPC 44
   d. Central Artery/Third Harbor Tunnel 44
   e. SIP Amendments

D. Recommendations 44
1. MAPC 44
2. MBTA 44
3. MDPW 44

Appendices

A. Transit Service by Community 47

B. MDPW Fringe Parking Program 50

C. Commuter Parking Supply by Region 54

EXECUTIVE SUMMARY

Over the past year, the Metropolitan Area Planning Council (MAPC) worked closely with 101 member communities to review current state proposals to create or expand suburban commuter parking facilities. The Council also set out to identify new sites for parking facilities. Efforts to mitigate construction impacts of the Central Artery/Third Harbor Tunnel project, and formulate a new strategy on air quality should include increased commuter parking. MAPC believes that the comprehensive transportation plan for the metropolitan Boston region should include a provision to add at least 10,000 spaces by 1995. Other sources call for 20,000 to as many as 40,000 spaces for Central Artery/Third Harbor Tunnel mitigation. Commuter parking to serve carpooling, vanpooling and bus service will improve regional mobility and air quality.

A. A Regional Plan

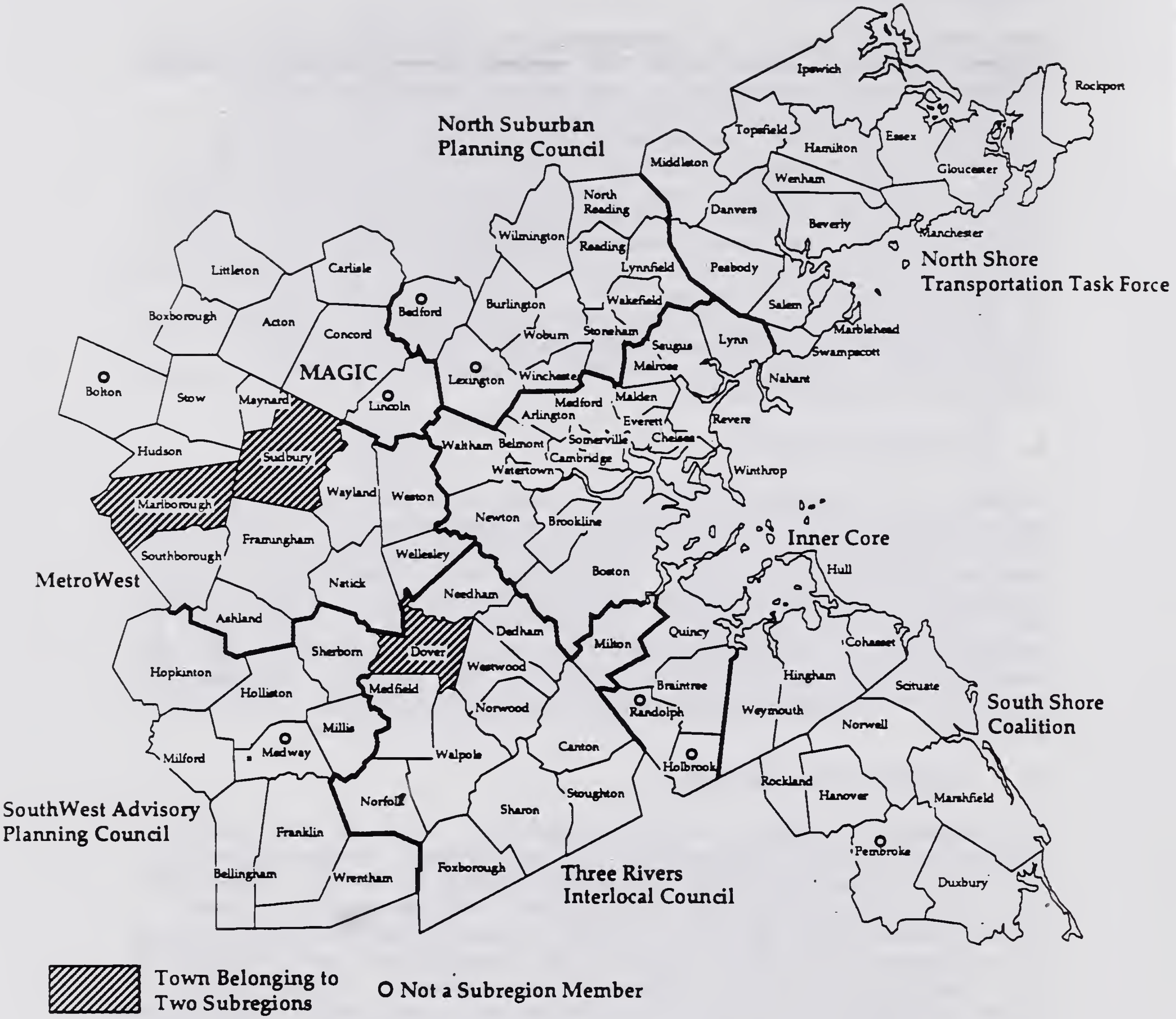
Location of commuter parking at suburban points where drivers can switch to transit or ridesharing is a major goal of MetroPlan 2000, MAPC's comprehensive growth plan for the Boston metropolitan area. With the inclusion of a M.O.V.E (Multiple Occupant Vehicle Express) network to carry transit and ridesharing vehicles in major corridors, we can have a transportation strategy that reduces vehicle travel for the benefit of all who live and work in the region. Fundamental to this strategy is a regional plan for suburban commuter parking.

B. Targets and Findings

In February of 1989, at "The Commute: A Forum for Local Officials," MAPC challenged its 101 member communities to find 10,000 new commuter parking spaces by 1995. More than 100 local officials and subregional representatives have since identified specific sites to serve public transit and ridesharing. Seven of eight MAPC subregions (see Figure ES-1), identified 25,455 spaces of 110 sites. In the Inner Core subregion, local officials prioritized sites identified by the Massachusetts Bay Transportation Authority (MBTA) for expansion, totalling 7,780 spaces. In March 1991, these sites were submitted to the Secretary of Transportation and the Metropolitan Planning Organization for review, selection and construction. Table ES-1 summarizes the findings by subregion.

The MBTA is pursuing an aggressive campaign to increase commuter rail and subway/trolley parking. Given this, MAPC is working to balance transit-related commuter parking with highway-commuter parking. In general, studies show that the demand for commuter parking for trips from the suburbs to

Figure ES-1



MAPC Subregions

Boston exceeds supply. Conversations with local officials reveal a growing need for a pro-active commuter parking strategy. Other metropolitan areas in the U.S., for example Hartford and Seattle, have successfully developed networks of park and ride lots to serve carpooling, vanpooling and bus service.

Local support must be won for park and ride facilities. There is some fear that park and ride facilities will increase local traffic. By including local officials in the study MAPC balanced the need and desire for parking, with concern for local impacts on traffic. MAPC's strength lies in its ability to bridge state and local concerns. MAPC is also able to provide a forum for this negotiation process between state and local interests through a network of eight subregions made up of local officials.

Subregional groups were encouraged to look for potential sites using the following criteria for desirable locations:

a) existing bus routes to the urban core,

b) feeder bus routes to transit stations, and

c) where major roadways intersect.

While beyond the scope of this project, subregions have also begun to consider options for inter-suburban transit. These transit options would serve circumferential commuters along routes 128 and 495.

Subregions rated sites based on land ownership, lot size, potential capacity, environmental constraints and access. The subregions identified potential parking location sin 50 MAPC communities. Ideal locations include state-owned land at the intersections of radial and circumferential-routes, existing under utilized lots, (churches and shopping centers), and surplus land at MBTA rapid transit and commuter rail stations. Subregions have shown an interest in hosting additional commuter parking. They are also eager to work with the Massachusetts Department of Public Works (MDPW) and the MBTA in the feasibility analysis, planning and implementation of these facilities.

The listings of parking recommendations detailed in Chapter 6 were submitted to the MDPW for review and MDPW district offices have offered to visit and comment on each site. From the data received from the MDPW, MAPC will compile a database of each site. MAPC will serve as a conduit between local officials and the state agencies to facilitate construction of the new spaces.

C. Conclusions and Recommendations

The goal of this study was to locate potential sites, but follow-up and implementation will require more detailed analyses. For MAPC, further efforts will include an "adopt a lot" program. This is a beginning to end process by which up to three lots in each subregion may be constructed. The town of Milford, in the SWAP subregion, is the first to build on this concept.

Key to an expanded commuter parking network is funding. If new lots are constructed, new financing mechanisms may need to be identified. Also, cost-effective options such as development of parking lots on state-owned land and shared use at-existing under utilized lots should be pursued.

An environment in which transit and other high occupancy vehicle travel can flourish requires a pro-active regional commuter parking policy that increases supply. Coordinated and concerted efforts on the part of the public and private sectors can create such an environment.

Table ES-1

Subregion	Number of Spaces Identified	Number of Sites
North Shore Task Force	3,210	9
North Suburban Planning Council	6,085	13
Minuteman Area Group on Interlocal Cooperation (MAGIC)	3,700	21
MetroWest Growth Management Committee	3,580	14
SouthWest Advisory Planning Committee (SWAP)	1,405	21
Three Rivers Interlocal Council	5,375	24
South Shore Coalition	2,100	8
Inner Core	7,780	14
TOTAL	33,235	124

Chapter 1

INTRODUCTION

Additional park and ride facilities will encourage transit and ridesharing trips to the urban core and between suburbs. They will also offer an effective means of reducing vehicle miles of travel on our congested highways and local roads. With the challenge to reduce travel, MAPC, in cooperation with the Urban Mass Transportation Administration (UMTA), set out to find 10,000 new commuter parking spaces in the 101-community MAPC region. In MetroPlan 2000, MAPC advocates compact development in suburban locations well equipped to accommodate future growth. MetroPlan also envisions a network of high occupancy vehicle lanes connecting these areas to each other and to the urban core. Commuter parking is essential for a viable system of high occupancy vehicle lanes, and express runs on commuter rail and rapid transit. An attractive alternative to driving alone is presented by providing park and ride lots for the easy transfer from car to high occupancy vehicle.

A. URBAN TRAFFIC CONGESTION

In 1985, MAPC estimated that traffic region-wide was growing at 4% per year. If trends continue, by 2005 vehicle miles traveled will increase by 115% and delays by much more.[1] Figure 1-1 illustrates the degree to which our regional highways are congested. In-bound vehicle trips to Boston totaled 540,000 per day in 1989, of which 200,000 entered during the peak commuting hours. Over one million passenger vehicles are registered in communities within and along Route 128.[2]

During the economic boom of 1980's, employment in downtown Boston grew substantially. The city remains the single largest destination of all metropolitan area work trips. In 1988, 361,000 in-bound person-trips were made to downtown Boston, of which 195,940 were made by single occupant automobiles. Employment concentration sin the urban core lend themselves well to ridesharing and transit, yet 54% of core commutes are made in single-occupant-vehicles.

B. SUBURBAN TRAFFIC CONGESTION

If we divide the Boston metropolitan area into two sectors, urban (Boston and Cambridge) and suburban 60% of all jobs are found in the suburbs[3] - primarily along the major transportation corridors of routes 128, 495, and major

Figure 1-1

Regional Roadway Level of Service (1988)

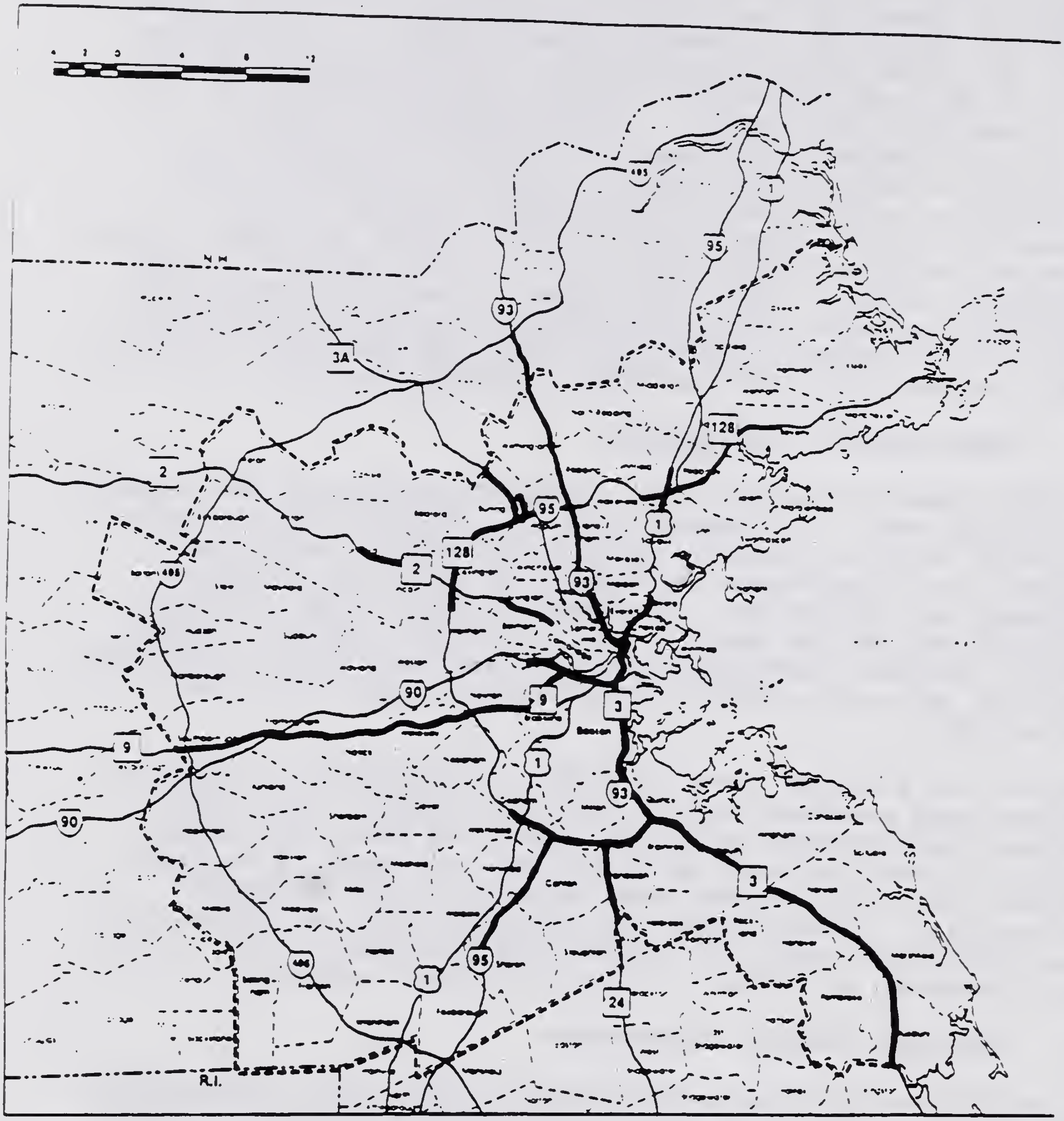


Figure 2. Congested Roadways

▬ Areas in which transportation infrastructure is already overwhelmed.
Source : *A Civic Design Agenda* and MAPC files

arterials leading in and out of the urban core. Inter-suburban work trips are more dispersed making them more difficult to serve by traditional transit. MetroPlan 2000, MAPC's regional development plan, proposes that future development be mixed use and concentrated to encourage transit use and ridesharing. Such changes would reduce auto travel, traffic congestion, air pollution and energy consumption.

C. COMMUTER PARKING SUPPLY

The MBTA provides a high quality transit alternative to the private automobile for trips between suburban residences and downtown Boston. Commuter rail, rapid transit, MBTA express and local bus, and private carrier buses make up the region's hub and spoke transit network.

The MBTA provides over 32,000 commuter parking spaces, with 29,721 located in the MAPC region. However, not everyone wanting to use MBTA public transit can do so easily. One reason is the shortage of adequate parking. In response, the MBTA is considering adding between 13,000 and 29,000 spaces over the next 10 to 15 years. Most of these will be at commuter rail stations, subject to funding, available land and community acceptance. As many as 40,000 new commuter parking spaces may be needed to mitigate the impacts of the Central Artery/Third Harbor Tunnel project. Even more spaces may be needed to meet federally mandated air quality standards.

In comparison, the MDPW provides minimal commuter parking for carpool, vanpool and bus trips. Ten communities in the MAPC region host MDPW run park and ride facilities. Eight of these facilities are served by bus (Table 1-1). In Needham and Pembroke, commuters meet informally to form carpools and vanpools. These 10 park and ride lots provide 2,419 spaces. Table 1-1 summarizes MDPW commuter parking supply in the MAPC region.

Table 1-1

Community	Lot Location	Lot Capacity
Arlington	Route 2 @ MDPW District Office	15
Canton	Route 138/Route 128	100
Chelsea	Route 1	425
Framingham	Route 9 Shoppers' World	300
Hingham	Route 3A @ Hingham Shipyard	679
Milton	Granite Avenue @ I-93	225
Needham	Great Plain Avenue	65
Pembroke	Route 3/Route 139	85
Rockland	Route 3/Route 228	450
Stoughton	Route 139 @ Turnpike Street	75
TOTAL		2,419

Chapter 2

EXISTING TRANSIT SERVICES

This study, by way of discussions with local officials, examines the feasibility of increasing commuter parking to support existing private carrier and MBTA bus service to Boston, feeder bus service to existing transit nodes (for example rapid transit), and potential carpooling and vanpooling. Four private bus operators, Plymouth and Brockton, the Framingham run LIFT service, Big W transportation, and Brush Hill Transportation stated at subregional meetings that commuter parking to support their service might increase ridership. Local officials were equally optimistic.

The MAPC area is reasonably well-served by both fixed rail and rubber tire transit services from suburban locations to the urban core. Only 14 of MAPC's 101 communities, are without direct transit service to downtown Boston. However, commuter parking facilities to support these services are usually at capacity. An inventory of transit services in each community is presented in Appendix A.

A. PRIVATE CARRIER SERVICE

Thirteen private bus companies, provide service to residents in the Boston metropolitan area. Table 2-1 lists, by subregion, the private bus carriers and the communities they serve.

B. INTER-SUBURBAN TRIP MAKING

Most bus routes serve radial commutes to Boston. A few bus services link municipal activity centers, for example, in SWAP and MetroWest, inter-suburban transit is available between Milford and downtown Framingham and between Hopkinton and downtown Framingham. These routes both include intermediate stops. In downtown Framingham, riders can transfer to MBTA commuter rail service for trips into Boston.

On the North Shore, MBTA bus service from North Beverly and Danvers meets commuter rail service in Salem. These routes, like those in SWAP, provide residents with feeder service to rail stations where commuter rail parking is in short supply.

C. FEEDER BUS SERVICE

In communities, within and along Route 128 MBTA bus service connects to rapid transit stations. These feeder services include Reading to Oak Grove station (Orange Line north), Burlington to Alewife station (Red Line north), Hingham/Weymouth to Braintree station (Red Line south), and Walpole/Dedham/Westwood to Forest Hills station (Orange Line south). Access to these services is mostly made by foot.

Table 2-1

Private Bus Carrier Service in the MAPC Region

MAPC Subregion Served	Bus Carrier	Communities
North Shore Task Force	The Coach Co.	Topsfield, Ipswich, Danvers
North Suburban	Hudson Bus Line	Stoneham, Lexington
	The Coach Company	Lynnfield
MAGIC	Complete Transportation Service	Concord
	Yankee Bus Line	Littleton, Acton
	Big W	Marlborough, Sudbury
	Gulbankian Bus	Hudson, Marlborough
MetroWest	Big W	Marlborough, Weston, Wayland, Sudbury
	Peter Pan Bus Line	Framingham, Natick, Wellesley
	Gulbankian Bus	Southborough, Marlborough
	LIFT	Ashland, Framingham
SWAP	Brush Hill	Milford, Medway, Millis
	Big W	Milford, Holliston
	LIFT	Hopkinton

	ABC Bus	Wrentham
Three Rivers Interlocal Council	Brush Hill	Medfield, Westwood, Dedham
	Hudson Bus Lines	Stoughton, Canton
	Bonanza Bus Line	Foxborough
	ABC Bus	Dedham, Norwood, Walpole, Westwood
South Shore Coalition	Plymouth and Brockton	Duxbury, Marshfield, Pembroke, Scituate, Hingham
	Carey's Bus Lines	Hingham, Rockland, Weymouth

Chapter 3

COMMUTER PARKING SUPPLY

A. EXISTING PARKING SUPPLY

The MBTA and the MDPW are the primary agencies responsible for the construction and maintenance of commuter parking facilities. As of May 1, 1991, the MBTA and the MDPW oversee 29,721 and 2,419 commuter parking spaces respectively in the 101 communities that make up the MAPC region. Table 3-1 lists supply by MAPC subregion.

Last year a parking lot was expanded at toll booth 11A at Route 122 in Millbury by the Massachusetts Turnpike Authority (MTA), outside of the MAPC region. The size of the lot increased from 55 spaces in 1989 to 150 spaces today. The MTA is now pursuing park-and-ride lots in Auburn (south of Worcester) and at the Weston tolls on Route 128.

B. MBTA PLANS

By September of 1991 the MBTA expects to have added 1,670 spaces. These new spaces will bring the total number of commuter parking spaces in the MAPC region to nearly 32,000. In early 1988, the MBTA was developing plans to increase the supply of rail parking to between 44,800 and 60,800 spaces; a detailed timetable however has not been assigned. Important criteria in the MBTA's strategy include available land near the station, the cost of construction, and approval by the community.

C. MDPW PLANS

The MDPW has three major approaches to develop fringe parking facilities:

1. locate and use land owned by the state DPW,
2. locate a parking facility on town-owned land, and
3. locate parking on a site leased by the MDPW from a private owner.

In all cases, the need for commuter parking to serve carpools, vanpools, and transit or bus riders must be shown. If need is shown then the site must be approved as suitable for relieving road congestion. Appendix B details the MDPW Fringe Parking Program.

Table 3-1

Commuter Parking Supply in the MAPC region

Subregion	MBTA	MDPW	Total
North Shore	1,347	0	1,347
North Suburban	1,475	0	1,475
MAGIC	752	0	752
MetroWest	1,201	300	1,501
SWAP	899	0	899
Three Rivers	5,011	465	5,476
South Shore	671	1,214	1,885
Inner Core	18,365	440	18,805
TOTAL	29,721	2,419	32,140

D. MAPC ROLE

The MDPW requires documentation of need, interest and support to increase the supply of parking for bus and carpool riders. MAPC, through it's network of eight subregions, has worked to fulfill this requirement. Communities and subregions identified potential parking sites based on ten criteria. These criteria include lot ownership, size, transit services available, access and environmental constraints. Figure 3-1 is a copy of the work sheet staff used to collect information on specific commuter parking proposals.

For a commuter parking plan to be effective, it is crucial that local officials be consulted throughout the process. These consultations will allow for addressing potential impacts and building community support. MAPC's role in this process is to provide local officials a decision-making forum at which to rate and recommend commuter parking proposals.

Figure 3-1

Worksheet

Subregion ______________________________

Community ______________________________

Location ______________________________

Lot ownership ______________________________

Lot size (acres) ______________________________

Potential parking capacity ______________________________

Served by rail ______________________________

Served by bus ______________________________

Potential carpooling/bus ______________________________

Service operator ______________________________

Environmental constraints ______________________________

Access ______________________________

Additional comments ______________________________

Chapter 4

METHODOLOGY

Studies of commuter parking by the MBTA and Boston were compared with analyses at MAPC. Each study looked at supply and demand differently. However, each study finds that there is a regional shortage of both fixed rail and highway related commuter parking. Table 4-1 summarizes the estimates.

Table 4-1

Commuter Parking Shortfalls

Model	Parking Shortfall	Forecast Year
CTPS	36,000-41,700	2010
TAMS	11,000-13,000	1995
MAPC	40,500-52,500	1987

A. CTPS ANALYSIS

To estimate commuter rail and rapid transit demand, CTPS used what is known as a Fratar model. This model uses a simply growth rate factor technique which assumes that the change in the number of trips for an interchange is directly proportional to the change in trips at the origins (population of communities) and destinations (employment in downtown Boston) that contributes to the interchange. Demand was estimated by station grouping or "access market area" rather than the individual station. This process provides a better level at which to estimate parking demand. The approach was used because commuter rail riders typically have a choice as to which station to board the train. The model assumes:

1. that all users living within one-half mile of the station will walk,
2. that auto occupancy to the transit station is 1.12, and
3. that Old Colony will be restored and the rail line to Newburyport extended.

This analysis estimates commuter rail parking shortfall in the year 2010 to be between 8,000 and 13,700. The combined commuter rail and rapid transit demand will exceed supply by between 36,100 and 41,700 in 2010.

B. CITY OF BOSTON

In 1989, TAMS Consultants Inc., together with the Cambridge Systematics Inc., estimated that demand for commuter parking at transit stops exceeded supply by 6,500 to 8,300. By 1995 this unmet demand is predicted to grow to 11,000-13,000. Unfortunately, the report does not detail the methodology used to arrive at the estimates.

C. MAPC MODELS

MAPC's estimated commuter parking demand for both transit and ridesharing on a community basis using a gravity model. A gravity model estimates commuter trips to be directly proportional to residents in each community and to jobs in Boston. The model also predicts that trips will be inversely proportional to the cost and difficulty of that commute. An intermediate stop calculated highway and transit disutility[4] by converting money costs to time costs. The model yielded a highway and transit modal split.[5] Next a sub-modal split is developed to indicate the percentage of transit users who park-and-ride versus those who are dropped off at the transit station or carpool staging area. Independent variables used in this model included door to door travel time for highway versus transit, a community's labor force and population, level of service, roadway access out of the pocket costs, and size of catchment area. In 1987, the model estimated a commuter parking shortfall of between 40,500 to 52,500 spaces. This number includes demand for bus, carpool, and vanpool services as well as MBTA fixed rail parking.

D. SETTING COMMUTER PARKING GOALS

MAPC used the MBTA's shortfall estimates of future rail parking, and our own bus and carpool parking shortfall estimates to set commuter parking goals for each subregion. Table 4-2 delineates existing MBTA and MDPW commuter parking supply, subregional goals based on the demand studies by the MBTA and MAPC, and total future parking if all subregional goals are met and implemented.

The subregional goals totaled 15,700 spaces. These goals acknowledge current MBTA and MDPW plans to increase commuter parking in FY 1991. As noted in Chapter 3 section D, the MBTA has been working over the past fiscal year to add almost 1,700 spaces systemwide. These new spaces would be primarily at its commuter rail stations. The goal of 15,700 assumes that these MBTA spaces will be built.

Table 4-2

Setting Parking Goals

Subregion	(a) Existing	(b) Goal	(c) Total Future (a)+(b)
North Shore	1,347	1,600	2,947
North Suburban	1,475	3,500	4,975
MAGIC	752	530	1,282
MetroWest	1,501	2,100	3,601
SWAP	899	230	1,129
Three Rivers	5,476	2,500	7,976
South Shore	1,835	400	2,285
Inner Core	18,805	4,800	23,605
TOTAL	32,140	15,600	47,800

Chapter 5

LOCATING POTENTIAL LOTS

MAPC staff worked with each of the eight subregions to identify new commuter parking locations. A four-step approach was devised culminating in a list of potential sites totaling more than 33,000 possible spaces. The steps were as follows:

1. Reconnaissance

2. Subregional Discussions

3. Data Collection by each of MAPC's 101 communities

4. Subregional Recommendations

A. RECONNAISSANCE

Our fact finding effort consisted of a review of all available information about ridesharing and commuter parking for each MAPC subregion. Staff inventoried commuter parking by community. This information is summarized in Appendix C.

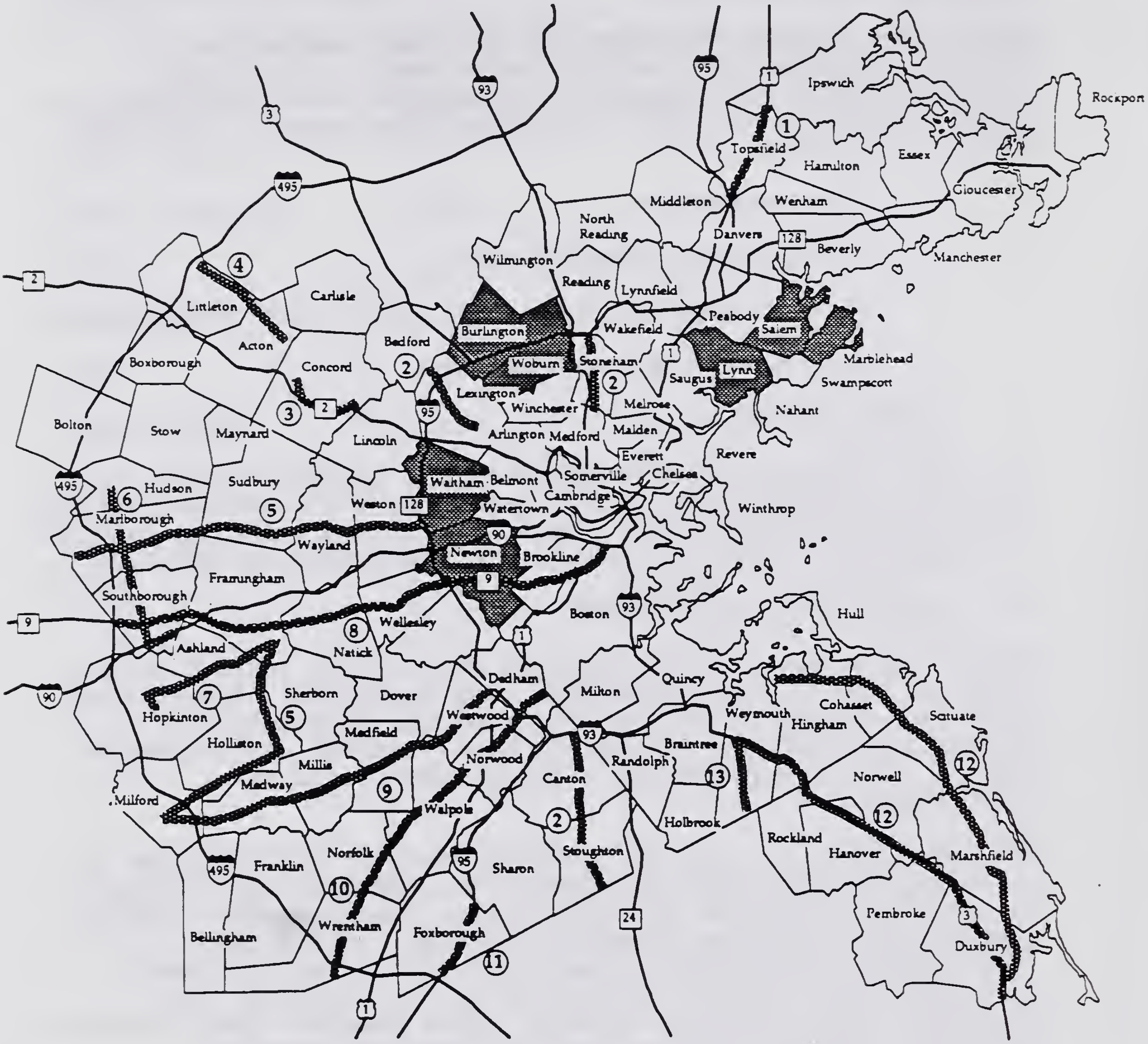
B. SUBREGIONAL DISCUSSIONS

Staff summarized current transit and parking conditions and planned future improvement for each subregion. Subregional members then added to and confirmed the information presented. When necessary, further research was conducted and a revised snapshot of existing conditions was distributed.

The goal was to frame the problem, that is the shortage of commuter parking, and to agree on an approach to solving it. Discussions explored the advantages, disadvantages, costs, and benefits of added commuter parking. Staff next developed a comprehensive map showing all radial transit services from suburban locations to the regional core. Commuter rail and rapid transit lines commuter boat, express MBTA bus, and private bus carrier services were all included. Figure 5-1 is a map of existing radial bus service in the region. Existing and proposed MBTA and MDPW parking facilities were summarized and mapped by subregion. This information was brought back to the subregion for review and discussion.

Figure 5-1

Radial Bus Service to Boston



▨ Community with MBTA express service to Boston

Private carrier bus service with local stops, then express to Boston

1. Coach Company
2. Hudson
3. CTS
4. Yankee
5. Big W
6. Gulbankian
7. The Lift
8. Peter Pan
9. Brush Hill
10. ABC
11. Bonanza
12. Plymouth and Brockton
13. Carey's

Sources: Caravan for Commuters,
Car-Free in Boston, Association for Public Transportation

C. SUBREGIONAL PRESENTATIONS

MAPC's subregional staff were directed to work with their community representatives to identify locations for commuter parking. Each subregion was challenged to find adequate sites to meet the individual goals that had been set by MAPC's estimate of need. The task of meeting the challenge led to meetings with city managers, municipal planners and engineers. Staff also met with MDPW supervisors, to keep them informed of progress and to update existing data.

Chapter 6

SUBREGIONAL RECOMMENDATIONS

Local officials and subregional representatives in MAPC's 101 communities have identified over 33,000 new commuter parking spaces to help meet demand in the region. The subregions' primary focus was on new facilities to serve current and future carpooling, vanpooling and buspooling. These parking spaces would serve commuter trips from suburban communities to the urban core. The Inner Core focused on MBTA improvements. Local officials in the outlying subregions concentrated on parking locations along existing bus routes and where major roads intersect. An example of a model commuter parking facility is found in Rockland (see report cover). The MDPW operates a 450 space lot at this location this is served by Plymouth and Brockton. Table 6-1 is a summary of the subregional commuter parking recommendations. The subregions have identifies 124 sites were 33,235 spaces. The following tables detail these recommendations illustrating lot ownership, lot size, parking capacity, service operator, environmental constraints, and access. Also provided, for reference, are subregional maps showing the approximate location of each parking site.

MAPC forwarded the tables of subregional recommendations to EOTC in February 1991. To date two MDPW district offices have completed a review of the list of potential commuter parking sites. MDPW district three is reviewing potential sites in the SWAP and Three Rivers areas. MDPW's Boston office is reviewing sites on the South Shore. In the months to come, MAPC will work with subregions and state agencies to develop feasible sites.

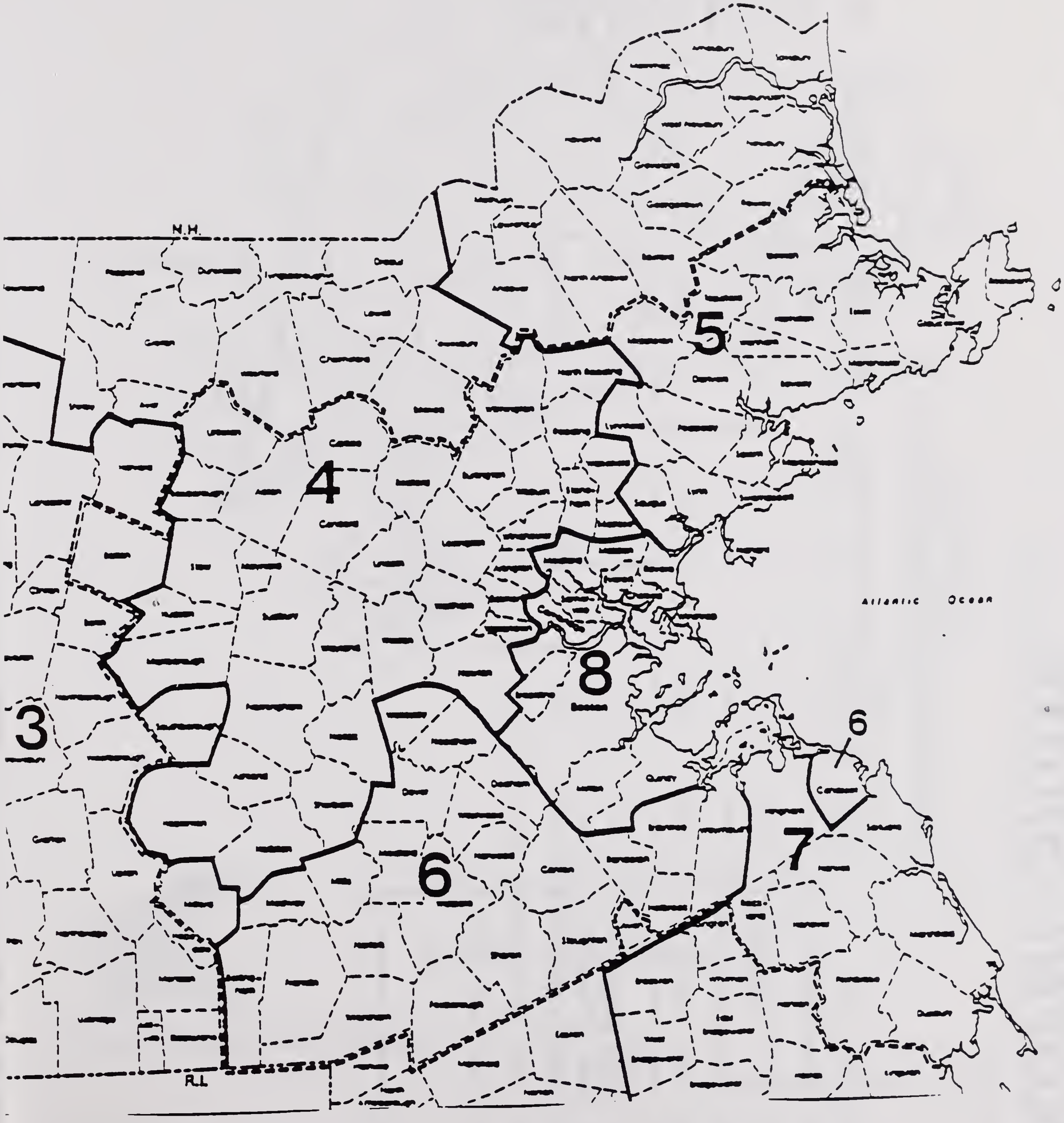
Table 6-1

Commuter Parking Recommendations

Subregion	Number of Spaces Identified	Number of Sites
North Shore Task Force	3,210	9
North Suburban Planning Council	6,085	3
Minuteman Area Group on Interlocal Cooperation (MAGIC)	3,700	21
MetroWest Growth Management Committee	3,580	14
SouthWest Advisory Planning Committee (SWAP)	1,405	21
Three Rivers Interlocal Council	5,375	24
South Shore Coalition	2,100	8
Inner Core	7,780	14
TOTAL	33,235	124

Figure 6-1

MDPW Districts in the MAPC Region



North Shore

February 27, 1991

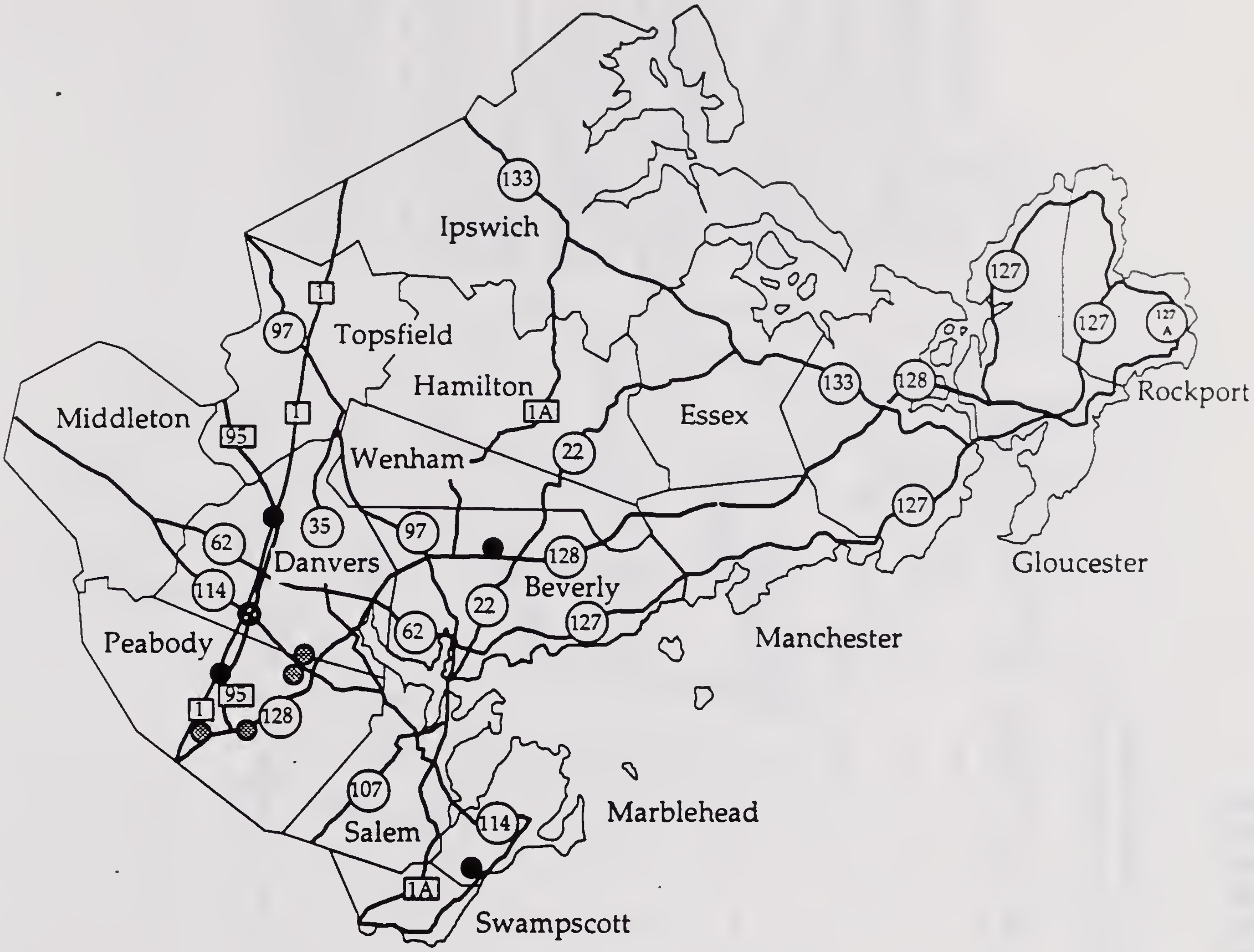
MAPC COMMUTER PARKING PROGRAM

POTENTIAL COMMUTER PARKING SITES IN THE NORTH SHORE TRANSPORTATION TASK FORCE

Subregion	Community	Location	Lot Ownership	Lot Size (acres)	Approx. Parking Capacity	Served by Rail	Served by Bus	Potential Carpooling/Bus	Shuttle to Transit	Service Operator	Environmental Constraints	Access-ibility	Additional Comments
NSTTF	Marblehead	Humphrey Street	Town	2	270	No	Yes	Yes	No	MBTA			Previousely used for parking: bus routs connects Marblehead to Lynn and Boston.
NSTTF	Danvers	Route 1/114 Interchange Northwest Quandrant	MDPW ROW	1/2	40	No	Yes	Yes	No	The Coach Co.			Part of the proposed Home Depot project.
NSTTF	Danvers	Route 1/I-95 Interchange	MDPW ROW	10+	500	No	Yes	Yes	No	The Coach Co.	Slope	Excellent	Could serve 3 commuter bus routes out of Haverhill and Newburyport.
NSTTF	Danvers	Liberty Tree Mall	Private		100	No	Yes	Yes	No	MBTA			Owner: NE Development Co.
NSTTF	Peabody	Route 1/I-95	State	16+	1,000	No	Yes	Yes	No	The Coach Co. & Hudson Bus Lines			State Police Barracks, Abuts I-95, Map 58. lot 22
NSTTF	Peabody	Farm Avenue & Rte 128	State	11.8	100	No	No	Yes	No			Problems	Map 89, lot 3.
NSTTF	Peabody	Centennial Park	State	3.3	100	No	No	Yes	No		None		Map 90, lot 6R.
NSTTF	Peabody	North Shore Shopping Cntr	Private		100	No	Yes	Yes	No	MBTA, Michaud			Owner: Campeau Corp: Michaud receives MBTA subsidy from MBTA.
NSTTF	Beverly	Rte 128 & Brimball Ave	State	100+	1,000	No	No	Yes	No				City wants to develop part as golf course.

Locations identified by local officials

TOTAL FOR 9 SITES = 3,210 POTENTIAL SPACES



North Shore Task Force

Commuter Parking Goals and Recommendations

Proposed New Parking Spaces

- ○ 0-49
- ⊘ 50-99
- ▨ 100-199
- ● 200+

Goal:1,600 Potential: 3,200

North Suburban

February 27, 1991

MAPC COMMUTER PARKING PROGRAM

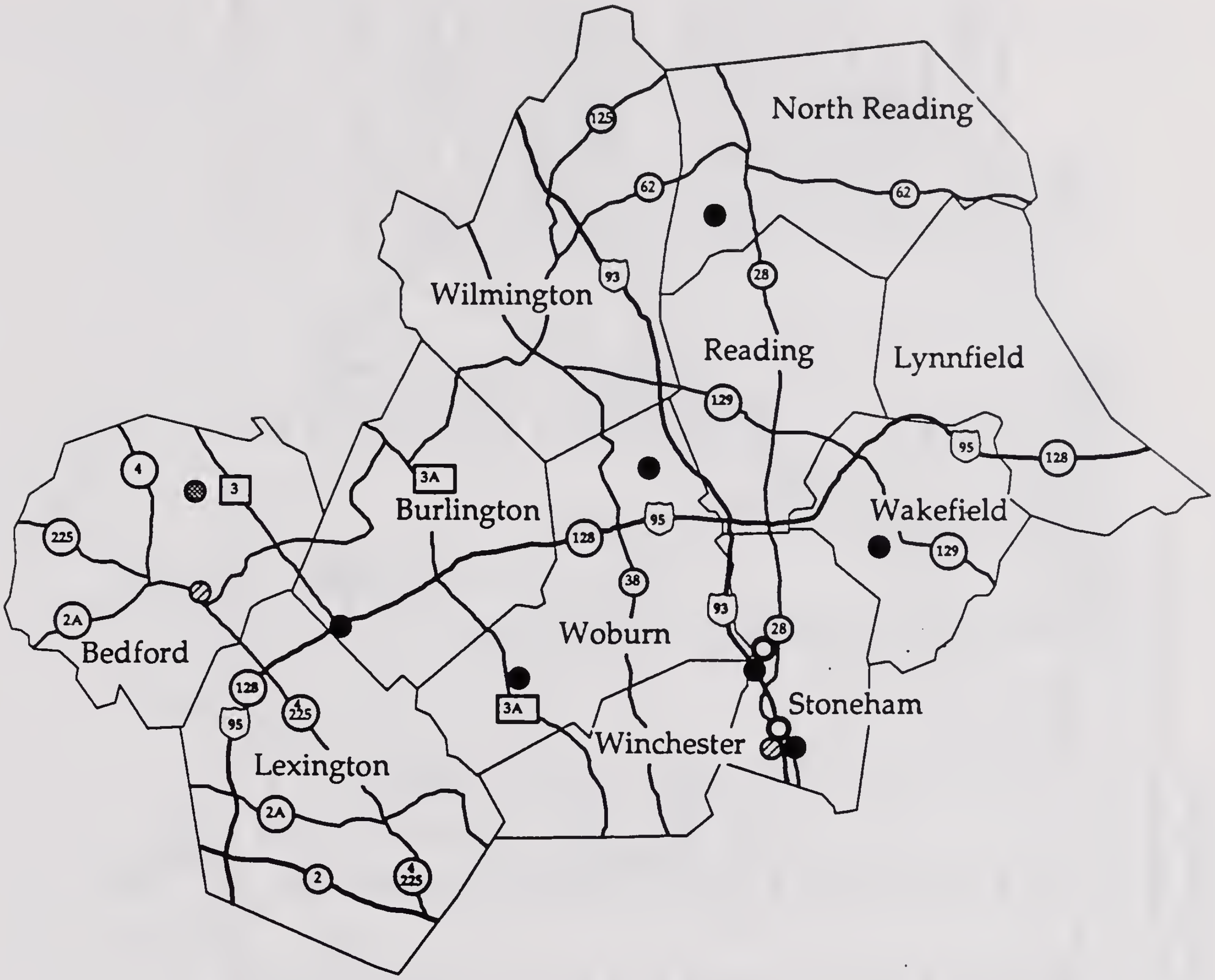
POTENTIAL COMMUTER PARKING SITES IN THE NORTH SUBURBAN PLANNING COUNCIL

Subrgn	Community	Location	Lot Ownership	Lot Size (Acres)	Approx. Parking Capacity	Served by Rail	Served by Bus	Potential Carpooling	Potential Shuttle to Transit	Service Operator	Environmental Constraints	Access-ability	Additional Comments
NSPC	*Bedford	Springs Road at VA Hospital	Public/VA	1.14	150	no	yes	yes	no	MBTA			Excess capacity formerly used by Middlesex Community College. Estimated spaces after design changes.
NSPC	*Bedford	Great Rd at Shawsheen River	Private		75	no	yes	yes	no	MBTA			Underutilized lot at Great Rd Shopping Center. Owner considering further development of site which would reduce number of excess spaces.
NSPC	Burlington	Route 3/128 interchange	Public		1,000	no	no	yes	no			None	Commuter parking lot was part of now inactive proposal for Rt 3/128/Middlesex Tpke interchange.
NSPC	N Reading	No. of Concord St at Wilm. line	Private		750	no	no	yes	yes			Good	Old General Electric lot. Accessible to I-93/Concord St. interchange.
NSPC	Stoneham	Stone Zoo lot at Pond Street	State/MDC		200	no	yes	yes	no	Hudson Bus			
NSPC	Stoneham	No. Border St/Main St	State/MDC		50	no	yes	yes	no	Hudson Bus			Underutilized MDC swimming pool lot. Possible expansion potential. Winter operation/maintenance may be a concern. Lot is 0.3 miles from bus route.
NSPC	Stoneham	Woodland Rd at MDC Police Sta.	State/MDC		40	no	yes	no	no	Hudson Bus			Station may be closing, creating excess spaces.
NSPC	Stoneham	South of Spring Lane/Spring St	Town	3 or 4	400	no	no	yes	yes		Old town landfill		Site may be used for housing instead of parking.
NSPC	Stoneham	Montvale Ave, w. of Mt View Dr.	Town		20	no	yes	no	no	MBTA			Underutilized lot at golf course and skating rink. MBTA bus within walking distance.
NSPC	Wakefield	Albion St/North St	Private		200	yes	no	no	no	MBTA			Underutilized garage near Wakefield station. Owner: Brickstone properties.
NSPC	Wilmington	Wilmington Center				yes	no	no	no	MBTA			Commuter parking lot tentatively being discussed as part of downtown revitalization project, in conceptual stages. Contingent on Rt 62 and bridge project.
NSPC	Woburn	168 Lexington St.	Private		200	no	yes	no	no	MBTA			Underutil. lot in disrepair. Owner: Sons of Italy.
NSPC	Woburn	East of Merrimac/New Boston St	Private		3,000	**	no	no	no	MBTA	Haz. waste site	None	**Lot would be constructed over impermeable cap for the Industriplex haz waste site. Develop't is contingent on EPA approval, design/const. of cleanup, construction of new I-93/Industriplex interchange, and moving Mishawum station to Industriplex site. Site has been proposed as regional transp. center

*NOTE: The town of Bedford is located within the north suburban subregion but is not a member of the North Suburban Planning Council (NSPC).

Locations identified by local officials

TOTAL FOR 13 SITES = 6,085 POTENTIAL SPACES



North SuburbanPlanning Council

Commuter Parking Goals and Recommendations

Proposed New Parking Spaces

- ○ 0-49
- ⊘ 50-99
- ▨ 100-199
- ● 200+

Goal:3,500 Potential: 6,085

February 27, 1991

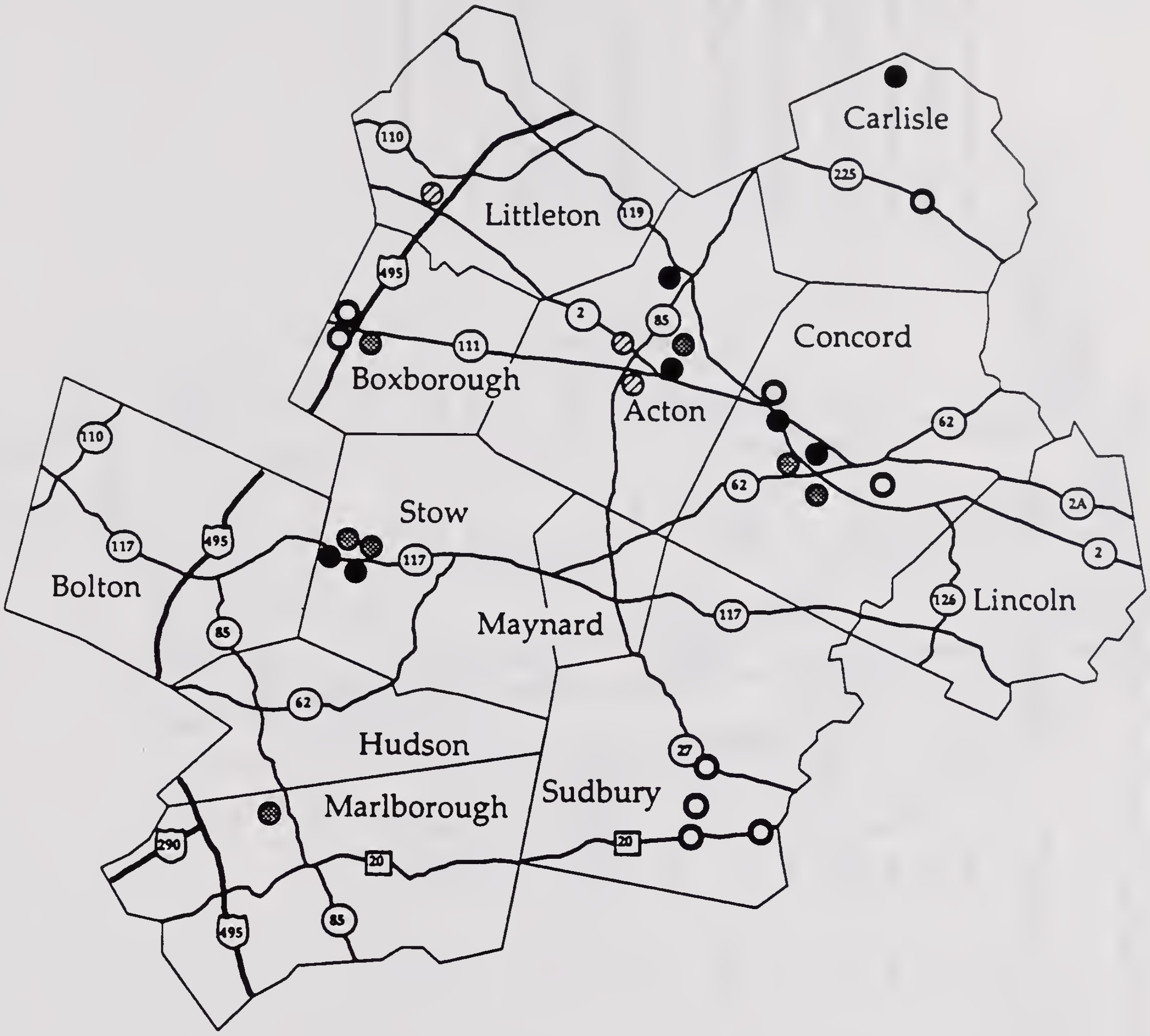
COMMUTER PARKING PROGRAM

POTENTIAL COMMUTER PARKING SITES IN THE MINUTEMAN AREA GROUP ON INTERLOCAL COOPERATION

Subregion	Community	Location	Lot Ownership	Lot Size (acres)	Parking Capacity	Served by Rail	Served by Bus	Potential Carpooling/Bus	Potential Shuttle to Transit	Service Operator	Environmental Constraints and other Limitations	Access	Additional Comments
MAGIC	Acton	Rte 2/Piper Road	Private		50	No	No	Yes	Yes		None		Owner: Digital; underutilized parking lot
MAGIC	Acton	Rte 2A/Nagog	Private		100	No	No	Yes	Yes		None		Owners: Digital and Nagog Dev.; underutilized parking lo
MAGIC	Acton	Rte 111/Rte 2	Private		50	No	No	Yes	Yes		None		Owner: Coldwell Banker
MAGIC	Acton	Rte 2/Taylor & Hosmer	Town	4	530	No	No	Yes	Yes		None		Former town landfill
MAGIC	Acton	Rte 2A/Harris Sts.	Private		500	No	No	Yes	Yes				Owner: Nagog Development; undeveloped subdivision land
MAGIC	Boxborough	Rte 495/Rte 111	Federal	0.25	6	No	No	Yes					Owner: Federal Gov't; informally used now as parking lot
MAGIC	Boxborough	Mass Ave./Sheraton Rd.	Private	1-1/2	100	No	No	Yes	Yes		None		Owner; Sheraton/NEC; underutilized parking lot
MAGIC	Boxborough	Swanton/I-495	Private	1/4	35	No	No	Yes	Yes		None		Owner: NEC; underutilized parking lot.
MAGIC	Carlisle	Lowell Rd/Chelmsford Line	State		200	No	No	Yes			Maybe		Currently part of state park
MAGIC	Carlisle	Lowell Rd/Rte 225	Town		4	No	No	Yes	No		None		
MAGIC	Concord	Rte 2/Comm. Ave.	State	19	200	No	No	Yes	Yes		None		Small portion of total site
MAGIC	Concord	Rte 2/Elm St.	Private	4.9	25	No	No	Yes	Yes		Maybe		Owner: Elm St Realty; paved, existing spaces
MAGIC	Concord	Rte 2/Baker Ave	Private	74.47	200	No	No	Yes	Yes		None		Owner: Genrad Inc.; of 1260 existing, 200 could be used
MAGIC	Concord	Rte 2/Baker Ave	Private	6.41	100	No	No	Yes	Yes		None		
MAGIC	Concord	Rte 2/Old Road	Private	16.7	100	No	No	Yes	Yes		None		Owner: Coc. Old Rd; paved, existing spaces
MAGIC	Concord	Concord Cntr. Depot	Private	2.5	25	No	No	Yes	Yes		None		Owner: Wilson Lumber; paved, existing spaces
MAGIC	Littleton	Rte 2/I- 495	Private	2 to 3	50	No	No	Yes	Yes		None		
MAGIC	Stow	Hudson Rd/Rte 117	Private	2	150	No	No	Yes	Yes		Abutts wetlands		Owner: Lions Club; 2 acre lot, 1.5 usable
MAGIC	Stow	Hudson/Rt 117		1 to 1.5	175	No	No	Yes	Yes		None		
MAGIC	Stow	Rte 117/Bolton Line	Private	5	600	No	No	Yes	Yes		None		Owner: ETEL Co.
MAGIC	Stow	Hudson Rd/Rte 117	Private	10	500	No	No	yes	yes		None		Undeveloped lot; could accommodate total of 1350 spaces

Locations identified by local officials

TOTAL FOR 21 SITES = 3,700 POTENTIAL SPACES



Commuter Parking Goals and Recommendations

MAGIC

Proposed New Parking Spaces

○ 0-49
⊘ 50-99
◍ 100-199
● 200+

Goal: 530 Potential: 3,700

Locations identified by local officials

MetroWest

February 27, 1991

MAPC COMMUTER PARKING PROGRAM

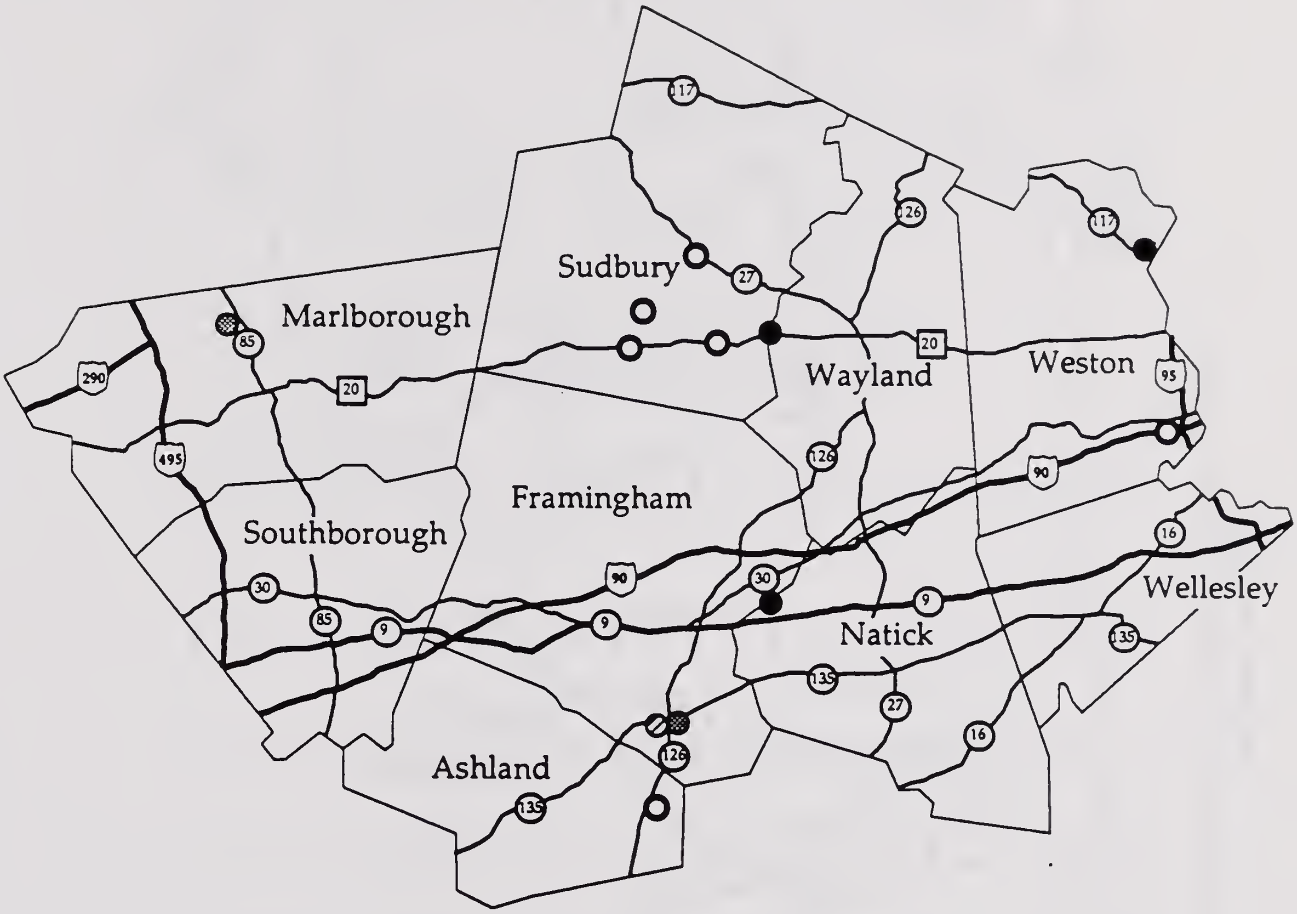
POTENTIAL COMMUTER PARKING SITES IN THE METROWEST GROWTH MANAGEMENT COMMITTEE

Subregion	Community	Location	Lot Ownership	Approx. Parking Capacity	Served by/ near Rail	Served by Bus	Potential Carpool/Bus	Shuttle to Transit	Service Operator(s)	Environmental Constraints and other Limitations	Accessibility	Additional Comments
MetroWest	Ashland	Route 126	private: King's Cross Pl	25	no	yes	yes	no	Big W			Owner interested in a leasing arrangement
MetroWest	Framingham	Route 135	private: Ferullo s Market	100	yes	no	no	no	MBTA			Owner interested in a leasing arrangement
MetroWest	Framingham	N Rt 135	Conrail: Flexi Flow	75	yes	no		yes	MBTA			Owner interested in a leasing arrangement
MetroWest	Marlborough	Route 85	State: Navin Skating Rink	100	no	yes	yes	no	Gulbankian			Existing excess parking capacity East of Route 85 across from Hudson Street
MetroWest	Marlborough	Route 20	private		no	no	yes	no				Existing informal parking - formalize? Ames shopping plaza, between Fafard properties
MetroWest	Fram/Natick	Golden Tri	*	2,000	yes	yes	yes	no	MBTA Peter Pan	yes		A state proposed multi-modal transportation center (Massport lead agency)
MetroWest	Southborough	Route 495	State: median strips	*	no	no	yes	no		yes		
MetroWest	Sudbury	Route 20	private	10	yes	yes	yes	no	Big W			Existing informal parking at Friendly's - formalize? East of railroad tracks
MetroWest	Sudbury	Route 27	private	10	no	no	yes	no				Informal parking at the Methodist Church, formalize?
MetroWest	Sudbury	Concord Road	private	10	no	no	yes	no				Informal parking at Catholic Church, formalize? Concord Rd connects Route 20 to Route 27
MetroWest	Sudbury	Route 20	town: Sud/Way Septic	25	no	yes	yes	yes	Big W	yes		Existing excess parking capacity
MetroWest	Wayland	Route 20	town: closed landfill	200	no	yes	yes	yes	Big W	yes		Large tract of land; near major commuter route
MetroWest	Weston	Route 128/90	private: Liberty Mutual	25	no		yes					Existing informal parking - formalize?
MetroWest	Weston	Route 117/128	private: Weston Sand/Gravel	1,000	yes		yes	yes			**	Large tract of land; near major commuter route

Locations identified by local officials

* conceptual
** acceptable if direct access to Route 128 is provided.

TOTAL FOR 14 SITES = 3,580 POTENTIAL SPACES



MetroWest

Commuter Parking Goals and Recommendations

Proposed New Parking Spaces

- ○ 0-49
- ⊘ 50-99
- ◍ 100-199
- ● 200+

Goal: 2,100 Potential: 3,580

SWAP

February 27, 1991

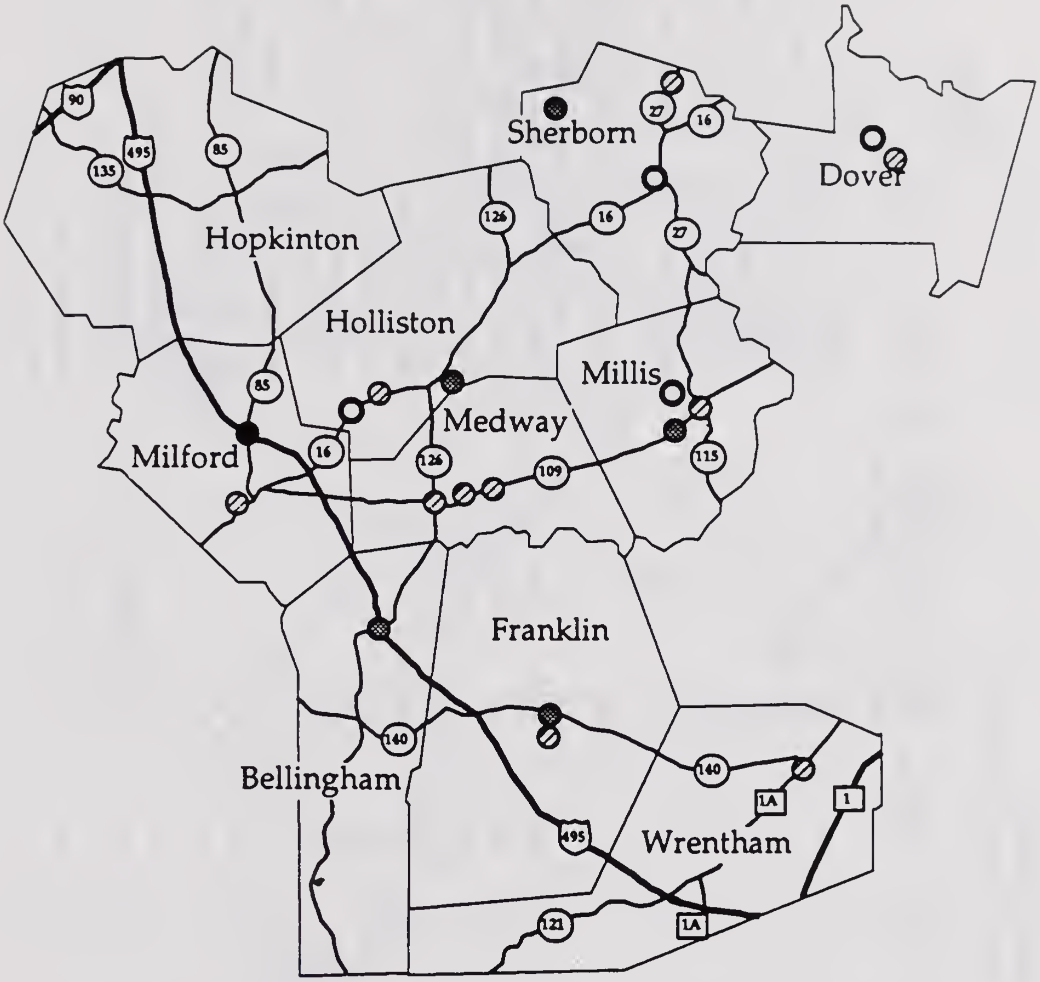
MAPC COMMUTER PARKING PROGRAM

POTENTIAL COMMUTER PARKING SITES IN THE SOUTHWEST ADVISORY PLANNING COMMITTEE

Subregion	Community	Location	Lot Ownership	Lot Size (acres)	Approx. Parking Capacity	Served by Rail	Served by Bus	Potential Carpooling/Bus	Potential Shuttle to Transit	Service Operator	Environmental Constraints and other Limitations	Access-ibility	Additional Comments
SWAP	Bellingham	Route 495/Route 126	private	1000	100	no	no	yes	no				owner: Varney Bros. and Fafard Co.
SWAP	Dover	Haven Terrace	private		25	no	no	yes	yes				along state owned rail right of way
SWAP	Dover	Luttazi Property	private		75	no	no	yes	yes				along state owned rail right-of-way
SWAP	Franklin	Peck St/Pleasant St	private		50	yes	no	no	no	MBTA			near downtown Franklin commuter rail station
SWAP	Franklin	Depot Rd/Route 140	MBTA/town		100	yes	no	no	no	MBTA			
SWAP	Holliston	Route 16 at Hopping Brook	private		25	no	yes	yes	yes	Big W			
SWAP	Holliston	Route 16 at Village Plaza	private		50	no	yes	yes	yes	Big W			owner: Donald Asten
SWAP	Holliston	Lowland Street	private	50	100	no	no	yes	no		Pond. Forest		owner: Holliston Sand Co. Inc. (contacted MAI
SWAP	Hopkinton	South Street				no	yes	yes	yes	The Lift			
SWAP	Medway	Holliston St/Main St	private	5.5	50	no	yes	yes	no	Brush Hill			owned by Glynn Construction
SWAP	Medway	Elm St/Main St	private	6	50	no	yes	yes	no	Brush Hill			owned by Regina Sherban
SWAP	Medway	Route 126/Route 109	private	20.6	50	no	yes	yes	no	Brush Hill			owned by Alva Brown
SWAP	Milford	Route 16	town/private	.9	75	no	yes	yes	no	Brush Hill & Big W			Sacred Heart Church
SWAP	Milford	Route 495/Route 85	private		200	no	no	yes	no		Drainage concern		owner: Milford Water Co; Henry Papuga
SWAP	Millis	Route 109/Pleasant St	private		125	no	yes	yes	no	Brush Hill			Trotters lot
SWAP	Millis	Route 109	town		20	no	yes	yes	no	Brush Hill			Library lot
SWAP	Millis	Route 109/Route 115	private		50	no	yes	yes	no	Brush Hill			Ann & Hope lot (formerly National Can Co.)
SWAP	Sherborn	Route 27/Natick line	town		50-75	no	no	yes	yes				Laurel Farm
SWAP	Sherborn	Western Ave/Fram line	private		100	no	no	yes	yes				GM lot
SWAP	Sherborn	South Main St/Sanger St	private		25	no	no	yes	yes				Pilgrim Church lot
SWAP	Wrentham	Route 140/Route 1A	town		50	no	no	yes	yes				Center of town

Locations identified by local officials

TOTAL FOR 21 SITES = 1,405 POTENTIAL SPACES



Commuter Parking Goals and Recommendations

Proposed New Parking Spaces

- ○ 0-49
- ⊘ 50-99
- ◉ 100-199
- ● 200+

Goal:230 Potential: 1,405

SouthWest Advisory
Planning Committee

TOTAL FOR 21 SITES = 1,405 POTENTIAL SPACES

Three Rivers

February 27, 199

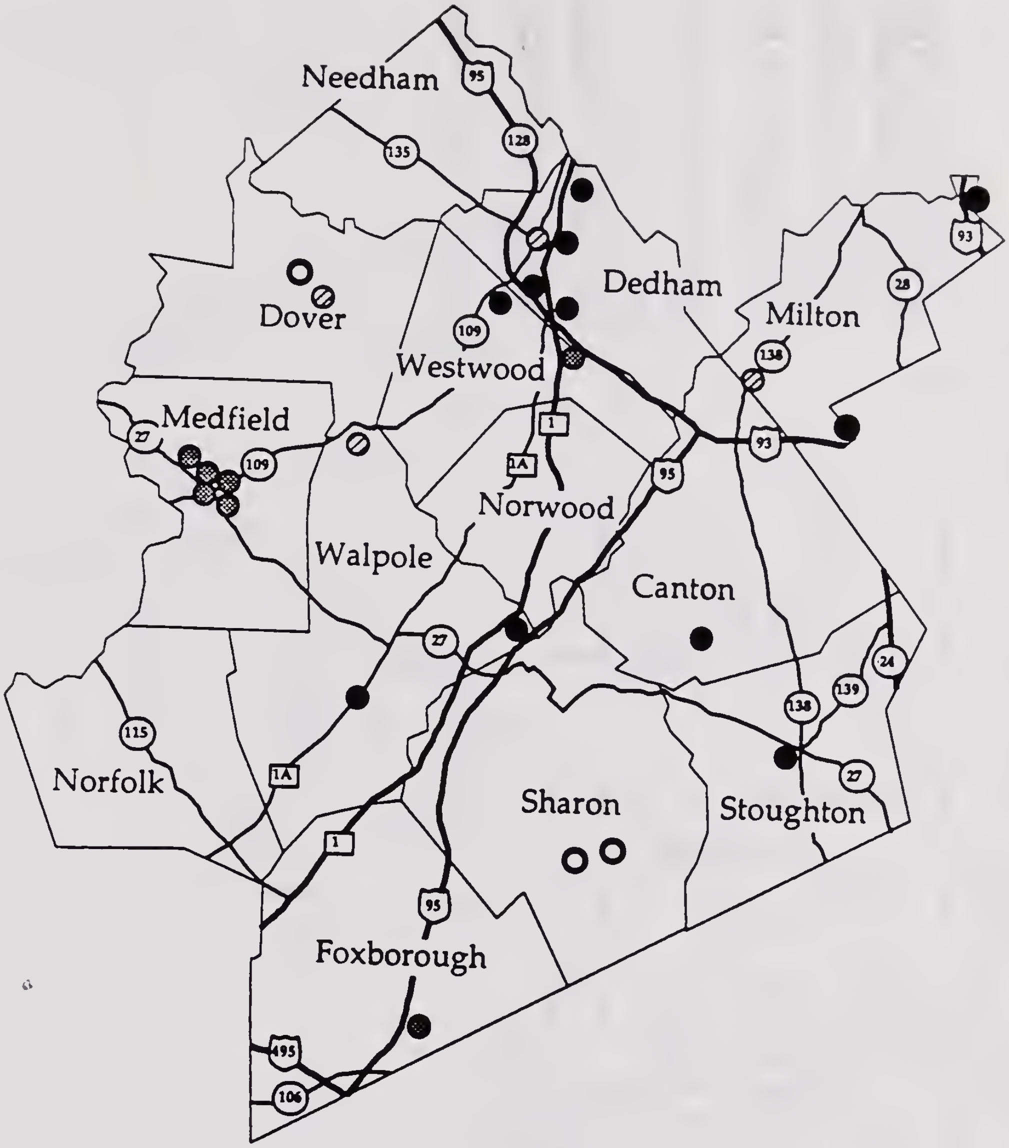
MAPC COMMUTER PARKING PROGRAM

POTENTIAL COMMUTER PARKING SITES IN THE THREE RIVERS INTERLOCAL COUNCIL

Subregion	Community	Location	Lot Ownership	Lot Size (acres)	Approx. Parking Capacity	Served by Rail	Served by Bus	Potential Carpooling/Bus	Potential Shuttle to transit	Service Operator	Environmental Constraints and other Limitations	Access-ibility	Additional Comments
TRIC	Canton	near old town Dump	private		200	no	no	no					
TRIC	Dedham	Rte 1, Dedham Mall	private		1,000	no	yes	yes	no				Already has existing bus service to mall.
TRIC	Dedham	Rte. 1, Dedham Plaza	private		50	no	no	yes	no				Possible circumferential bus service to medical center; carpooling lot.
TRIC	Dedham	Rte. 1, Lechmere Plaza	private		200	no	no	yes	no				Potential circumferential bus, Rte.1 bus, and carpooling.
TRIC	Dedham	Showcase Cinema	private	8	1,000	no	no	yes	yes				Access to Dedham Corp. Center difficult; use may conflict with local residents.
TRIC	Dedham	Holiday Inn	private	3	200	no	no	yes	yes				Possible circumferential bus, or shuttle to Dedham Corp. or Islington
TRIC	Foxborough	Foxfield Plaza	private		130	no	no		yes				Owner: Harvey Smith; many spaces used during day by business patrons; site approx. 1/2 mile south of I-95 on Rt 140.
TRIC	Foxborough	Almacs/Bradlees Plaza	private			no	no						Exact count of spaces not possible, although excess exists.
TRIC	Medfield	Rte 109, east Town center	private	1	100	no	yes	yes	yes	Brush Hill			Currently a parking lot with potential excess capacity.
TRIC	Medfield	Off 109, east town center	private	1	100	no	yes	yes	yes	Brush Hill			Currently undeveloped land to rear of existing service station.
TRIC	Medfield	North Meadows Rd (Rte 27)	town	1-2	100-200	no	no	yes	yes				Current landfill site, portion could be avail. for shuttle
TRIC	Medfield	N. Meadows Rd/West St	private	1 +	100	no	no	yes	yes				Special permit req'd for municipal use in residential zone, but no adj. res's
TRIC	Medfield	N. Meadows Rd	private	2	100-150	no	no	yes	yes		Wetlands		Bank may now own property.
TRIC	Milton	Granite Ave.	public		200	no	no	yes	no				Used as carpooling lot during SE X-Way Reconstruction.
TRIC	Milton	Trailside Museum	public		80	no	no	yes	no				Possible availability if this MDC facility is closed.
TRIC	Milton	Houghton's Pond	public		300	no	no	yes	no				Conflict during summer months.
TRIC	Sharon	Intersection S. Main/I-95	private		40	no	yes	no					Excess parking at existing Shaw's supermarket.
TRIC	Sharon	Deborah Sampson Park	public	50-60	25	no	no	yes	yes				Park located 2 miles from rail station and I-95.
TRIC	Stoughton	across from rail stop	private		300	yes	no	no	no				Owner: Cochran Shoe Co.; part of lot may be available for lot or garage.
TRIC	Walpole	Rte 1	private	3-5	350	no	no	yes	yes		none		Excess parking adjacent to supermarket.
TRIC	Walpole	Rte 109/Westwood line	private		50	no	yes	yes	yes	Brush Hill			Owner: Boylston German Club.
TRIC	Walpole	Rte 1A/Clarkson Dr.	private		200	no	no	no	yes				Owner: Bernardi's Restaurant-closed on weekdays.
TRIC	Westwood	Rte 109/128 intersection	private		300		yes	yes		Brush Hill			Prudential Office Park.
TRIC	Westwood	Route 1	state		100	yes	no						tPM lot to serve Islington Rail Stop.

Locations identified by local officials

TOTAL FOR 24 SITES = 5,375 POTENTIAL SPACES



Three Rivers
Interlocal Council

Commuter Parking Goals and Recommendations

Proposed New Parking Spaces

- ○ 0-49
- ⊘ 50-99
- ● 100-199
- ● 200+

Goal: 2,500 Potential: 5,375

South Shore

February 27, 1991

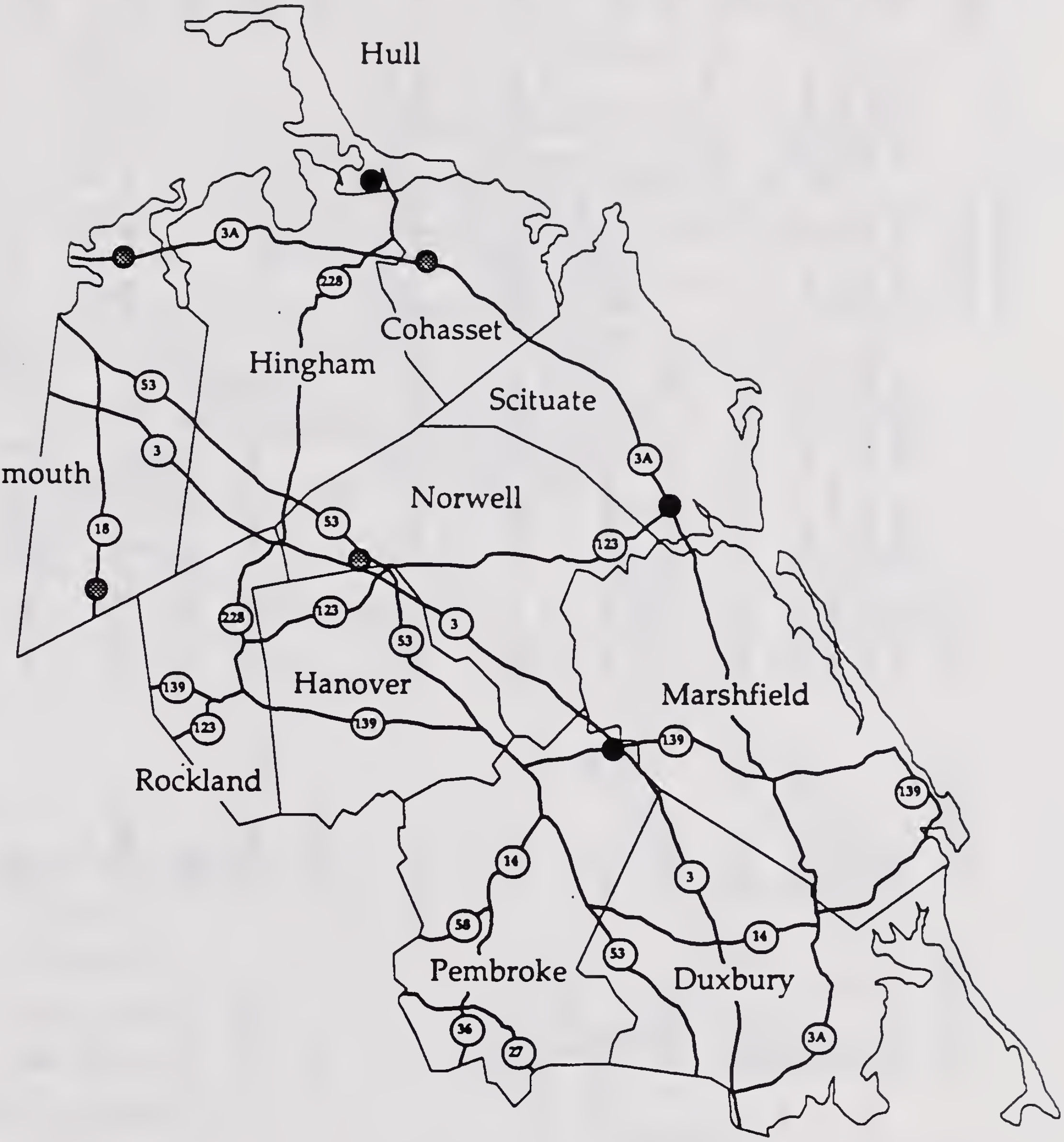
MAPC COMMUTER PARKING PROGRAM

POTENTIAL COMMUTER PARKING SITES IN THE SOUTH SHORE COALITION

Subregion	Community	Location	Lot Ownership	Lot Size (acres)	Approx. Parking Capacity	Potential Rail	Existing Bus	Potential Bus/carpooling	Service Operator	Environmental Constraints and other Limitations	Access-ability	Additional Comments
South Shore	Cohasset	Route 3A	Private	3	150	yes	yes	yes	Plymouth & Brockton		Good	Former Winter Gardens Ice Arena; provide direct access off of N Main St; keep car and bus traffic separate. Owners: Richard Thomas, Robert Dunphy, John Garvey Trustees of Chief Justice Cushing Highway Realty Trust.
South Shore	Hingham/Hull	Rockland Street	State	35		no	no	yes	Plymouth & Brockton			Behind Hingham courthouse; joint venture boat company and P & B (reroute?); connects 6 Washington Blvd and Route 228.
South Shore	Hull	West of Route 228	Private		1,200	no	no	yes	Not yet known			Remote parking; shuttle bus to Nantasket/A Street Pier; owner: Rockland Trust.
South Shore	Norwell	Route 53	Private		100	no	no	yes	Not yet known			Across from St Helens, underutilized due to high vacancy rate.
South Shore	Pembroke	Route 3/Route 139	Private	10	250	no	no	yes	Plymouth & Brockton			Adjacent to Industrial Park.
South Shore	Scituate	Route 3A/Route 123	Private/State		200	yes	no	yes	Plymouth & Brockton			Former Greenbush rail terminal off the Driftway. Partial ownership P & B; would require land use change.
South Shore	Weymouth	Route 18/58	Private	70,000 sf	100	no	yes	yes	Carey's			On Naval Airstation Road formerly Trotter Road; would mainly serve non-MAPC communities, originates in Brockton.
South Shore	Weymouth	Route 3A	Private		100	no	yes	yes	Carey's			Harbor Light Mall, underutilized due to high vacancy rate.

Sources: Old Colony Railroad Rehabilitation Environmental Impact Report
Discussions with South Shore Transportation Task Force

TOTAL FOR 8 SITES = 2,100 POTENTIAL SPACES



South Shore Coalition

Commuter Parking Goals and Recommendations

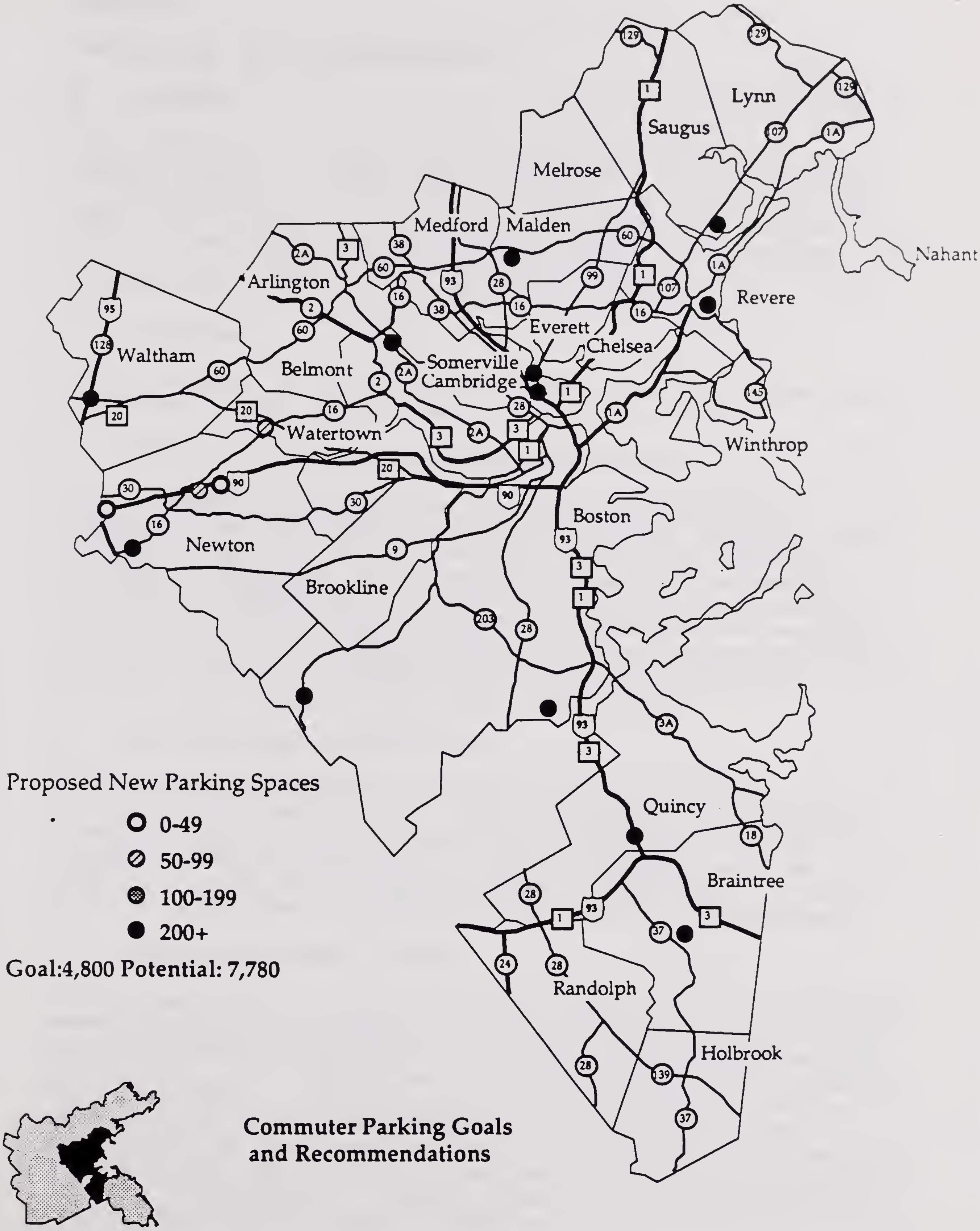
Proposed New Parking Spaces

○ **0-49**
⊘ **50-99**
● **100-199**
● **200+**

Goal:400 Potential: 2,100

Inner Core

Community	Parking Station	Existing	Proposed	Status	Community Response	Priority
Boston	Sullivan Square	217	650	design funds pending	Approval pending	Low
	Community College	0	700	design funds pending	Not yet approved	Med
	Butler Street	0	200-400	no design money alloc.	Not yet approved	Med
	VFW Parkway	0	500-1,000	design funds pending	Not yet approved	Med
Braintree	Braintree	1,228	600	design funds pending		Low
Cambridge	Alewife	2,209	1,000	no design money alloc.		Low
Malden	Malden Center	165	500	design funds pending	Major traffic concerns	Med
Newton	Woodland	500	800	design funds pending	No public process as of yet	Low
	West Newton	0	30	design funds pending	No public input processas of yet	Low
	Newtonville	0	50-75			N/A
Quincy	Quincy Adams	2,227	1,400	design funds pending		Med
Revere	Beachmont	394	300	no design money alloc.		Med
Saugus	Saugus	0	1,000	no design money alloc.	No public input process as of yet	Low
Watertown	Watertown Yard	0	50	no design money alloc.		Med
TOTAL Parking Planned			7,780 - 8,505 spaces			



Commuter Parking Goals and Recommendations

The Inner Core Subregion

Chapter 7

CONCLUSIONS AND RECOMMENDATIONS

A. RESULTS

Local officials identified over 33,000 potential commuter parking spaces in eight MAPC subregions. The construction of these spaces in a concerted effort with the MBTA, the MDPW, the Massachusetts Turnpike Authority and MassPort will help reduce traffic congestion and improve air quality. It has been estimated that an additional 20,000 spaces could reduce travel by up to 445,000 miles daily.[6]

B. FINDINGS

In the process of siting spaces, MAPC identified four major obstacles on the local level.

1. NIMBY (not in my back yard) Sentiments

Some community residents perceive commuter parking facilities as undesirable land uses and are cautious about inviting them into their community. This sentiment is especially apparent if the abutting area is residential or if traffic congestion is already a problem. The results documented in this report reflect recommendations made by local officials and therefore an important screening process has been started. Further study and implementation, however, will likely renew local resistance.

2. Environmental Feasibility

The preliminary screening process tried to include environmental feasibility. Local officials were asked to consider impacts on environmentally sensitive land by commuter parking facilities. This evaluation will be key as specific sites are further screened. MAPC staff did not have the resources to conduct a thorough siting analysis.

3. Impacts on Local Traffic

Many communities in the MAPC region face severe morning and evening peak hour traffic. From rural bedroom communities such as Dover and Carlisle to suburban employment centers along Route 128, local roads cannot accommodate the demands put upon them. Initially, the proposition that commuter parking will help lessen congestion is resisted. The perception is that local traffic would worsen. In the short term this may be the case. However, if adequate commuter parking is available, commuters may reevaluate their trip making behavior and try ridesharing.

As an aside to the concern about local traffic, in the site selection process, communities often suggested the potential for sharing an under utilized lot for commuter parking. For example several subregions suggested church lots, shopping centers and movie theaters. Theses opportunities would appear to entail nothing but signaled and lot striping. These facilities would probably impact local traffic. On the other hand the need to serve commuters to Boston and the urban core led to sites being selected based on existing rail and bus services or their proximity to major roadways for convenient carpool trip-making. Therefore, access was considered one of the more important criterion in the screening process.

C. CONCLUSIONS

1. Regional Benefits

MAPC's MetroPlan 2000 development plan for the Boston metropolitan area views commuter parking as a necessity for a multi-modal transportation center. At these centers commuters can transfer from one mode to another, especially from a single occupancy vehicle to a high occupancy one. Commuters would then continue their radial commutes to the core or their trips between suburban employment centers. These centers will be the focus of both land and transportation uses to make the center highly attractive. Related benefits might include the appreciation of housing values and greater employment activity at these centers as employers choose to locate there for access reasons.

In rural settings, commuter parking facilities will function as important transfer points to ridesharing modes. Benefits will include overall reductions in vehicle miles of travel and automobile emissions.

2. State Commitments

a. MBTA

The MBTA expects to double its parking supply of fixed rail parking. Throughout the 1980s, an ambitious park and ride program on the part of the MBTA has added about 8,000 spaces.[7] By the year 1995, the MBTA plans to add 15,000 to 20,000 new parking spaces.

b. MDPW

The 1991 state transportation bond authorizes the MDPW to spend funds on acquisition of land for commuter parking and the creation of commuter parking spaces. The recommendations found in Chapter 6 of this report, i.e. the tables detailing commuter parking sites, were sent to the Executive Office of Transportation and Construction in

February. Since that time the lists have been passed to the proper district offices for review.

c. MAPC

MAPC will work with member communities to develop (in the implementation of) 15,000 new commuter parking spaces. We will encourage subregions to take part in an "adopt a lot' program. Subregional groups will target up to three lots that appear to be most viable. In Milford, a member of the SouthWest Advisory Planning Committee, efforts to convert a church parking lot to a weekday commuter parking facility have already begun. MAPC will work to develop a detailed inventory of feasible sites. In addition, staff will start a public relations program to inform local officials.

d. Central Artery/Third Harbor Tunnel

Measures to mitigate the impacts of the CA/THT include high occupancy vehicle lanes and commuter parking among other measures. The environmental impact report specifies that as many s 40,000 spaces may be added by the year 2010. An emphasis on high occupancy vehicle lanes will also be renewed.

e. SIP Amendments

The Boston MPO has develop SIP amendments that require at least 20,000 park and ride spaces be constructed as mitigation for the CA/THT project.

D. RECOMMENDATIONS

1. MAPC

The MAPC should work with the MDPW to refine the lists of subregional recommendations. As individual sites are reviewed the findings should be discussed with the subregions. All parties should work together to push the best facilities to completion.

2. MBTA

The MBTA should review the prioritized list of parking improvements developed by the Inner Core subregion. Available funding sources should be identified and used to expand parking. If additional funding sources are needed the MBTA should work with the MPO agencies to identify new revenue sources.

3. MDPW

The MDPW should urge its district offices to quickly review the list of subregional recommendations. This review, hopefully, will identify the best possible parking sites. MDPW should work with MAPC to develop the sites that show the most promise. Funding for these facilities should come from the Transportation Bond authorization. If the MDPW determines that additional resources are needed they should work with the other MPO agencies to identify new revenue sources.

[1] Jeffery A. Lindley, "A Methodology for Quantifying Freeway Congestion." TRB Annual Meeting, Washington, D.C., January 1987.

[2] Conservation Law Foundation, Gridlock, 1989.

[3] U.S. Department of Transportation, America's Suburban Centers, January 1988.

[4] Comparative measure of total travel time for each mode with out-of-pocket costs converted to time units.

[5] Modal split refers to the percentage of trips made by the mode, in this case transit verses automobile.

[6] Central Transportation Planning Staff, Air Quality Analysis, July 1991.

[7] Vanasse Hangen Brustlin for the MBTA, "Central Artery/Tunnel Project Regional Transit Mitigation Program," August 1991.

Co

Ac
Ar
As
Be
Be
Be
Be
Bo
Bo
Bo
Br
Br
Bu
Ca
Ca
Ca
Ca
Co
Co
Da
De
Do
Du
Es
Ev
Fo
Fr
Fr
Gl
Ha
Ha
Hi
Ho
Ho
Ho
Hu
Hu
Ip
Le
Li
Li
Ly
Ly
Ma

Appendix A

TRANSIT SERVICE BY COMMUNITY

Community		MBTA Service	Private Carrier
Acton		CR	Yankee
Arlington		B	Hudson
Ashland		None	LIFT
Bedford		B, XB	Hudson
Bellingham		None	None
Belmont		CR, B	None
Beverly		CR, B	Beverly Shoppers' Shuttle
Bolton		None	None
Boston		CR, RT, B	N/A
Boxborough		None	None
Braintree	*	RT	Carey's
Brookline		RT, B	Peter Pan
Burlington		B, XB	The People Mover, Lexpress
Cambridge		CT, RT, B	N/A
Canton		CR	Brush Hill, Hudson, P & B
Carlisle		None	None
Chelsea		CR, B	None
Cohasset		None	P & B
Concord		CR	CTS
Danvers		None	Coach
Dedham		CR	ABC, Hudson
Dover		None	None
Duxbury		None	P & B
Essex		None	None
Everett		B	None
Foxborough		None	Bonanza
Framingham		CR	Big W, Peter Pan, LIFT
Franklin		CR	None
Gloucester	+	CR	None
Hamilton		CR	None
Hanover		None	P & B
Hingham		Boat, B	P & B
Holbrook		B	None
Holliston		None	Big W
Hopkinton		None	LIFT
Hudson		None	Gulbankian
Hull		None	Andre, Commuter Boat
Ipswich		CR	Smith
Lexington		B	Hudson, Lexpress
Lincoln		CR	None
Littleton		CR	Yankee
Lynn		CR, B, XB	None
Lynnfield		B	None
Malden		CR, RT, B	None

Community	MBTA Service	Private Carrier
Manchester	CR	None
Marblehead	B, XB	None
Marlborough	None	Big W, Gulbankian
Marshfield	None	P&B
Maynard	None	None
Medfield	None	Brush Hill
Medford	CR, RT, B, XB	Hudson
Medway	None	Brush Hill
Melrose	CR, B	None
Middleton	None	None
Milford	None	Brush Hill, Big W
Millis	None	Brush Hill
Milton	RT, B	Hudson, P & B
Nahant	B	None
Natick	CR	Town of Natick, Peter Pan
Needham	CR	Needham Mini Bus
Newton	CR, RT, B, XB	Peter Pan
Norfolk	CR	None
No. Reading	None	None
Norwell	None	P & B
Norwood	CR, B	ABC
Peabody	None	Michaud
Pembroke	None	P & B
Quincy	RT, B	None
Randolph *	B	None
Reading	CR	None
Revere	RT, B, XB	None
Rockland	None	P & B, Carey's
Rockport +	CR	None
Salem	CR, B	None
Saugus	B	None
Scituate	None	P & B
Sharon	CR	None
Sherborn	None	None
Somerville	CR, RT, B	None
Southborough	None	Gulbankian, Peter Pan
Stoneham	None	Hudson
Stoughton *	CR	Hudson
Stow	None	None
Sudbury	None	Big W
Swampscott	CR, B	None
Topsfield	None	Coach
Wakefield	CR, B	No
Walpole	CR, B	ABC
Waltham	CR, B	None
Watertown	B, XB	None
Wayland	None	Big W
Wellesley	CR	Peter Pan
Wenham	CR	None
Weston	CR	Big W
Westwood	CR	Brush Hill, ABC

Community	MBTA Service	Private Carrier
Weymouth	None	Carey's
Wilmington	CR	None
Winchester	CR, B	None
Winthrop	None	Rapid Transit Inc.
Woburn	CR, B	None
Wrentham	None	ABC

CR: MBTA commuter rail
TR: Rapid Transit (Red, Orange, Blue, Green lines)
XB: Express MBTA bus service
B: Local MBTA bus service

* Community also served by the Brockton Area Transit Authority
+ Community also served by the Cape Ann Transit Authority

APPENDIX B

MDPW FRINGE PARKING PROGRAM

I. Steps for Developing Fringe Parking

There are three major approaches to developing fringe parking with the assistance of the Massachusetts Department of Public Works (MDPW). Two of these approaches may allow reimbursement by federal funds. The first and least complicated approach to obtaining fringe parking is to locate and utilize land owned by the state. In this case the costs of development and maintenance are borne by the state agency. The second approach is to locate a parking facility on town-owned land; in this case the responsibility for developing the site can be shared by the town and the MDPW, often with the use of federal funds, and maintenance will fall to the town. The third approach is to locate parking on a site leased by the MDPW from a private owner such as a shopping center, theater or other facility with excess or potential parking spaces. In all cases, a need for fringe parking to serve carpools, vanpools, and transit or bus riders must be established, and the site must be approved as suitable for relieving road congestion or improving a safety problem.

Specifically, the steps for each approach are outlined below:

A. MDPW-OWNED SITE

1. A site which is owned by the state is identified by a town, the regional planning agency or the MDPW itself, as a prospective good location for fringe parking. The MDPW's Bureau of Transportation Planning and Development (BTPD) is notified and informed of the site's potential.

2. Documentation of need, interest and support from the town and the MAPC should be sent to the MDPW. In some cases, the MDPW can assist with the documentation of need through traffic counts or data on file.

3. BTPD requests preliminary engineering assessment of the site by the appropriate MDPW District Office. An assessment includes review of safety, engineering needs and costs. The findings are reported back to the Bureau.

4. BTPD sends the proposal to the MDPW Project Review Committee with the request that it be approved and moved into the project development stage.

5. If approved, the project is normally forwarded to the District Office for design work.

6. When the design work is completed and accepted, the project is then programmed for construction. It will be built and maintained by the MDPW.

B. TOWN-OWNED SITE

1. The town notifies BTPD of the need for a commuter parking facility and of possible sites which can then be investigated with the help of MDPW. Sites should be screened for feasibility and safety.

2. Documentation of need, interest and support from the town and from MAPC should be sent to BTPD (MDPW) may be able to assist with data on need).

3. When a site appears feasible and desirable it will then be forwarded by BTPD to the Project Review Committee for approval. Although this approval is not a commitment for the final construction of the project, it allows the project to be programmed for federal reimbursement.

4. The town may be asked to undertake the design work for the project. By agreeing to do the design, the town indicates its commitment to the project, which can often speed up the development process.

5. The design is reviewed by the appropriate MDPW District Office.

6. The dedicated lifespan of the facility, dictated by the expected service life of the materials specified in the project's design, is normally between fifteen and twenty years, and is agreed upon by the town and the MDPW during the review process.

7. If the design is accepted, the project can then be programmed for construction using federal funds.

8. Even if the lot is built by MDPW, it remains the property of the town, and the town is responsible for its maintenance.

C. LEASED SITE

1. A potential site is brought to the attention of BTPD by the town, MAPC, or MDPW staff.

2. The proposal is forwarded to the Project Review Committee for approval to enter into preliminary negotiations with site owner. The MDPW Right-of-Way Office assess the conditions (that is, what improvements may be needed) for a lease arrangement.

3. Typically, a requirement of the lease is that the owner be responsible for all improvements, including design and construction if necessary, to MDPW specifications. A dedicated lifespan of the facility is agreed upon within the lease.

4. Upon arriving at an acceptable lease arrangement with the owner (annual compensation will be specified, including the costs of improvement), the lease is approved by the MDPW and executed. The Massachusetts Executive Office of Administration and Finance must also approve the lease.

II. Summary of Liability Issues for Fringe Parking

The issue of liability usually arises during the consideration of plans to develop fringe parking for a town. The question of who is liable for the safety of users of fringe parking facilities is of concern to towns who fear heavy financial responsibility.

While the issue is one that still has some gray areas, the primary liability for parking areas falls upon the operator of the lot. The operator is responsible for providing "reasonable care" to protect the safety of users. This "reasonable care" applies to maintenance related conditions but not to protection from crime unless he provides an attendant who takes the car keys and controls access and egress.

When the property in question is being leased from someone other than the lot operator (e.g., the town leases land from a private land owner), the question of liability becomes more complicated. An important factor here is the amount of control over the property being retained by the landowner. The town may wish to seek legal advice in this situation, or to contact the MDPW to advise on this issue.

III. Charging for the Use of Fringe Parking

There appears to be no legal reason that a town which owns a fringe parking site could not charge a fee for the use of the parking; however, with lots constructed using federal or state funds, such fees must be used specifically for maintenance or improvement of the site. The reviews on the impact that fees have on users of fringe parking, however, are mixed. Fringe parking that is on the outer edge of a metropolitan area will generally be successful even if a fee is charged, provided that the fee is significantly lower than the cost of parking downtown. In a number of documented cases, though, the implementation of a fee cut parking use in half. The U.S. Department of Transportation publication "Traveller Respond to Transportation System Changes" (July, 1981) indicates that most carpool lots (as opposed to change to bus, train or public transit service) are free. Since many carpoolers in the I-495 belt, the cost of parking could deter potential users who do not face high fees for downtown parking. In the case of suburban commuters, the length of the trip may be the decisive factor in determining whether the cost of parking will be too high to make carpooling attractive.

Source: "Transportation Programs: A Guide for Local Officials in the Metropolitan Boston Region," A publication of the Metropolitan Planning Organization; Metropolitan Area Planning Council, Boston, 1984 (Revised).

JN/mlm
8/8/91

MS\TRANSP\MDPW

Appendix C

COMMUTER PARKING SUPPLY BY SUBREGION

NORTH SHORE TASK FORCE

Community	Spaces
BEVERLY	413
DANVERS	0
ESSEX	0
GLOUCESTER	55
HAMILTON/WENHAM	85
IPSWICH	170
MANCHESTER BY THE SEA	71
MARBLEHEAD	0
MIDDLETON	0
PEABODY	0
ROCKPORT	88
SALEM	335
SWAMPSCOTT	130
TOPSFIELD	0

TOTAL	1,347

NORTH SUBURBAN PLANNING COUNCIL

Community	Spaces
BEDFORD	0
BURLINGTON	50
LEXINGTON	0
LYNNFIELD	0
NORTH READING	0
READING	420
STONEHAM	50
WAKEFIELD	115
WILMINGTON	26
WINCHESTER	340
WOBURN	500

TOTAL	1,475

* Includes lots for commuter rail, rapid transit, bus, and carpooling

MINUTEMAN ADVISORY GROUP FOR INTERLOCAL COORDINATION

Community	Spaces
ACTON	
BOLTON	287
BOXBOROUGH	0
CARLISLE	0
CONCORD	0
HUDSON	289
LINCOLN	0
LITTLETON	161
MARLBOROUGH	15
MAYNARD	0
STOW	0
SUDBURY	0
	0

TOTAL	752

METROWEST GROWTH MANAGEMENT COMMITTEE

Community	Spaces
ASHLAND	
FRAMINGHAM	0
MARLBOROUGH	759
NATICK	0
SOUTHBOROUGH	234
SUDBURY	0
WAYLAND	0
WELLESLEY	0
WESTON	445
	63

TOTAL	1,501

SOUTHWEST ADVISORY PLANNING COMMITTEE

Community	Spaces
BELLINGHAM	
DOVER	0
FRANKLIN	0
HOLLISTON	899
HOPKINTON	0
MEDWAY	0
MILFORD	0
MILLIS	0
SHERBORN	0
WRENTHAM	0
	0

TOTAL	899

THREE RIVERS INTERLOCAL COUNCIL

Community	Spaces
CANTON	903
DEDHAM	1,353
DOVER	0
FOXBOROUGH	0
MEDFIELD	0
MILTON	266
NEEDHAM	516
NORFOLK	280
NORWOOD	528
SHARON	560
STOUGHTON	602
WALPOLE	423
WESTWOOD	45

TOTAL	5,476

SOUTH SHORE COALITION

Community	Spaces
COHASSET	0
DUXBURY	0
HANOVER	0
HINGHAM	1,350
HULL	0
MARSHFIELD	0
NORWELL	0
PEMBROKE	85
ROCKLAND	450
SCITUATE	0
WEYMOUTH	0

Total	1,885

INNER CORE

Community	Spaces
ARLINGTON	209
BELMONT	0
BOSTON	2,330
BRAINTREE	1,228
BROOKLINE	60
CAMBRIDGE	2,532
CHELSEA	425
EVERETT	0
HOLBROOK	0
LYNN	0
MALDEN	933
MEDFORD	1,283
MELROSE	143
NAHANT	0
NEWTON	1,860
QUINCY	6,054
RANDOLPH	0
REVERE	1,575
SAUGUS	0
SOMERVILLE	46
WALTHAM	127
WATERTOWN	0
WINTHROP	0

TOTAL	18,805
GRAND TOTAL	**32,140**

Sources:

MBTA, Board of Director's agenda item # 20, "Implementation of Parking Fees at MBTA Commuter Rail Parking Studies," October 17, 1989.

Vanasse Hangen Bruslin, Inc. and Multisystems, Inc., "Central Artery/Tunnel Project Regional Transit Mitigation Program," September 1991.